

The VINTAGE *Spirit*™

VSCDA
VINTAGE SPORTS CARS
DRIVERS ASSOCIATION



Winter 2022

The VSCDA
Questionnaire
***Daughter
Knows Best***
***Hagerty Corner
Team Denison***

Annual Awards
***The Crazy Doc
& His GT40***
Victory Lane Coverage:
***Grattan, ELVF &
Blackhawktoberfest***





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Editor
Chris Bonk

Editor's Note:

Cover Photo: Pierre GorpLee

We'd like to thank Dan Davis of Victory Lane for supplying us with the race report content and other work by their noted authors and photographers. Please support them whenever you can and check out the actual articles here <https://www.victorylane.com/>! You'll need to zoom up on the VL stories as they are screen grabs.

A Message from President Alex Rorke

Dear VSCDA members and friends:

Welcome to 2022. We have a great racing season lined up with more than a few surprises to be announced over the next few weeks.

Thanks to your participation and cooperation 2021 was a big success for VSCDA. We had great turnout and our members/guests worked with us as we complied with Covid requirements. Stacey Donato, the Event Chairs, Kathy Newton and many others put extraordinary effort into finding ways to have racing weekends where we conformed to the rules of different states, kept our members safe and did not miss a beat with having plenty of track time, competition and camaraderie. As I write this Omicron is rippling through the country. Hopefully Omicron is the last Covid wave we will have to manage through. However, no matter what we have to cope with, you have proven that VSCDA will find a way.

We now have a permanent Chief Steward for virtually all our events. VSCDA Chief Steward Gordy Ensing and his colleagues Eric and Stephanie Whitable bring us extraordinary experience handling similar responsibilities for Trans Am and other professional series. Just as important is they share our enthusiasm for vintage racing. Their goal is to have efficiently run, safe racing for all of us. This is also true for our Drivers Committee (Charlie Hall, Gary Kropf, Roger Heil, John Kennelly and John Salisbury), which is focused on keeping all racers safe. VSCDA is known for having exceptional camaraderie, including while racing. The Drivers Committee ("DC") provides the structure for that environment. If you are interested in learning more about the DC and assisting them, please let the VSCDA office know.

One of the most long awaited and exciting changes for VSCDA is that cars built from 1989-1997 will now be classed and allowed to race with us. Thanks to Jim Donato and Scott Reif for years of work on this change, which was unanimously approved by the VSCDA Board last November. Another change involves helmets. Helmets have to be SA2015 or SA2020. Information on car classification is available on our website VSCDA.org. By the time you read this details on helmets should be posted on the web site.

VSCDA is able to provide its substantial track time and reasonable cost structure because we are a club of volunteers. To those who have volunteered to help, thank you. To those who have not yet volunteered but would like to participate more in our racing family, please let us know. We have a very active year coming up. Your volunteering will make it a better experience for all of us.

Looking forward to seeing you on the track at one of our races in the not very distant future. -- Alex



Meet Erik Wood (& son Collin)

Photo Credit
Chauncey Moran

VSCDA member since
2004, Erik Wood
answers...

The VSCDA QUESTIONNAIRE.

**Q. How did you get into
racing?**

A: My Dad raced a HP Bugeye
Sprite in the early 60's and then
a GP Alfa Giulietta in the 70's. A
'65 Corvair Corsa was our tow

car! My brother, Curtis, began
racing a Yenke Stinger in the 90's.
In 2004, after a couple of track
days in my street Alfa, I convinced
Mike Besic (actually Diane) to sell
me their B-Sedan Alfa GTV, and I
have been racing since.

**Q. Did you follow racing in
your childhood?**

A: We followed F1, TransAm,
IMSA etc. But with limited TV
options, most of our information
came from the back of Autoweek

and SportsCar magazines.

**Q. Do you have a racing
hero or favorite racer who
inspired you?**

A: My Dad. It was through him
that we developed a love of sports
cars and the ability to work on
them. I regret not starting racing
earlier when he was still around to
be a part of it.

**Q. What is your favorite
track? Event?**

A: My favorite track is probably
Hallett. But my favorite event is
the Father's day weekend at Black-
hawk. I am now able to share that
weekend with my son, Collin, who
won the handicap race last year.

**Q. What tracks are on your
bucket list?**

A: I have been extremely fortunate
to cross a bunch off that list in-
cluding Road America, The Glen,
Indy, MidOhio, Road Atlanta and
COTA. The biggest one remain-
ing is Laguna Seca.

**Q. Do you have a favorite
"racing" story or favorite
racing recollections?**

A: I love stories of how racers come
together to help salvage a race
weekend. In about 1974, my Dad
had a rod put a hole in the side of

the block at Ponca City, Oklaho-
ma. Miraculously, the crank and
piston were not destroyed, and he
had a spare rod. The engine was
pulled under a tree limb. The hole
was sealed with a cut up CocaCo-
la can, pop rivets and epoxy. He
raced the next day with soda liv-
ery on the engine!

**Q. Favorite car you've driv-
en? Street car? Race Car?**

A: Favorite street car was the ratty
Volvo PV544 Sport I had when I
was 16. As for race cars, I have
only driven Alfas. Really enjoy my
B-Sedan '66 Alfa GTV.

**Q. What car are you dying
to get an opportunity to
drive or race?**

A: Largely due to my size 6'5"-
250 lbs, most of the cars I would

like to drive just don't fit. But I
would love to drive a Group 6 car
someday. Anyone want to trade
for a session?

**Q. Have you ever had an
on track accident? What
did you learn from that ex-
perience?**

A: The Kink. I learned that an
overbuilt cage and tight, proper-
ly mounted belts are your friends!
And, I learned that I will NEVER be
fast on that section of track again!

**Q. What advice would you
give to an up-and-coming
racers?**

A: Build a reliable car that max-
imizes your time on track, and
hence your enjoyment.



Bill Nesius Photography



photo by Thomas King

#757 Gabrielle Lynch, 1961 Austin Healey Sprite; #10 David Lee, 1959 Austin Healey Sprite; #169 Steve Coleman, 1969 Austin Healey TFR7 Prototype; #11 Mark Maehling, 1972 MG Midget.

VSCDA Vintage Grand Prix Au Grattan Grattan Raceway Park, Michigan

August 13-15, 2021

— story by Chauncy Moran

Grattan Raceway Park is home to several racing disciplines: motorcycles, bicycles, auto racers and, to our delight, annual VSCDA vintage racing. The event's strategically held before autumn rains start to fall, although at least one of the four days of registration and racing seems to occur in the damp. The 12 turns and changes in elevation identify this track as a challenge to conquer, utilizing those driving skills refined at the other midwest tracks on the VSCDA schedule.

The layout of the track, and its elevation changes, offer excellent viewing and photographic opportunities, both inside and outside the paddock area. For one particular session, I was gifted a hot lap, a ride-along

with Kurt Marquardt in his excellently prepared Alfa Romeo GT Junior, who has been featured a few times in *Victory Lane Magazine*, including an insert on the cover. I did not time our laps, but it seemed we were tracking quicker than I can photograph during the races. There is no experience quite like a hot lap. It remains a thrill to experience the entering and exiting of each turn with such precision: the up/down shifting, matching revs, accelerating and late braking. There were offers to ride in race vehicles through the



photo by Chauncy Moran

#53 Scott Fohrman, 1962 Austin Healey Sprite; #184 Alex Amys, 1970 Triumph GT6.



photo by Chauncy Moran

#35 Patrick Norton, 1953 MG TD; #66 Rex Barrett, 1935 Chevy Sprint Car.

Jeff Porasik Disabled Veterans fund, which raises money through providing genuine race car rides during parade laps at all VSCDA races.

Special races for this edition of Vintage Grand Prix Au Grattan included a race in the honor of Frank Newton, the 10th anniversary of Spridget group racing, and special guests of Pre-War.

The 10th Anniversary **SPRIDGET** race had 21 cars participating. There were the usual race favorites, but at the conclusion, some unexpected outcomes resulted in remarks like, "I did not know that Sprite was that quick!"

On the pole was Ron Soave, 1968 Austin Healey Sprite, with Doug Bruce, 1959 Austin Healey Sprite, beside him in Row 1. Row 2 consisted of John Salisbury, 1962 Austin

Healey Sprite, and Andrew Moore, 1969 Austin Healey Sprite. In Row 3 was Jim Donato, Austin Healey Sprite, and Duane Otness, Austin Healey Bugeye Sprite. When the green flag waved, the familiar resonating sound of those 4-cylinder engines screamed on the way to Turn 1, with Soave and Bruce being overtaken by hard-charging, long-time rival Salisbury. Soave then regained the lead from Salisbury in Lap 4. Passes continued to be attempted and made for the next five laps, but Soave prevailed over Salisbury at the chequered flag.

Among the class winners were Steve Colman's silver Austin Healey LeMans Prototype and veteran racer Don Kelly's Austin Healey Bugeye Sprite.

The Jeff Porasik Raymond James **ENDURO** was a 55-minute race with a 5-minute mandatory stop. Unless you're doing the timing and scoring, or sitting precisely at the exit point when racers arrive for their mandatory pit stop, it's difficult to keep track of the standings during the race. The Enduro makes for an excellent opportunity to test and tune before final qualifications for group races. Two basic strategies: either go quick at the start and pull away from traffic, or hang back and make your serious move in the latter part of the race once the field has thinned.

A total of 19 cars took to the grid, with Row 1 comprised of Henry Payne V, 1989 Lola T90, and Henry Payne, 1989 Lola T90. In Row 2 were Samuel Payne, 1989 Lola T90, and Dave Burton's silver 1964 Porsche 356C. The Payne's jumped to the early lead, with Henry V in the lead, Henry in second spot, and Samuel in third, followed by Burton and Alex Amys, 1970 Triumph GT6, in fifth. On Lap 2, Mark Coombs, 1989 Lola T90, blasted his way into the fifth spot, having started in 18th and passed 13 cars along the way. During Lap 6, the elder Henry Payne took the lead from his son, Henry V, only for the son to regain the lead on Lap 9. All the while, the 1964 MGB Scott Fohrman was moving its way through the pack. The field dwindled in size during the back half of the race, and after 55 minutes, Henry Payne V was on top with 35 laps completed, followed by Henry Payne a lap down in second place and Samuel Payne in third. Burton wound up finishing fourth, with Fohrman in fifth and Ron Gurolnick, 1960 Porsche 356, in sixth place overall.

Henry Payne V was looking to sweep the weekend in the **RACE A** feature for S2 Sports Racers, having won the sprint, heat race, and also the enduro. Beside him on the front row of the grid was Robert Sherwood, 1989 Carbir CS2, while the second row consisted of Mark Coombs, Lola T90, and John Boxhorn's 2000 Carbir CS2 also known as the 'Green



photo by Chauncy Moran

#89 John Boxhorn, 2000 Carbir CS2.

Hornet.' Payne V would go on to win ahead of Coombs with Henry Payne, 1989 Lola T90, winding up finishing in third. Sherwood and Boxhorn vied for the fourth spot along with Samuel Payne, 1989 Lola T90, with Boxhorn ultimately regaining the spot in the tenth of the 15 laps.

Kip Wasenko's 1988 Corvette sat on the pole for the **RACE B** feature, with Bill DeBoer beside him in a 1975 Datsun 280Z. The second row consisted of Greg Herr, Porsche 914, and Stephen Papalas, Chevy Lumina. DeBoer's Datsun slipped back to fourth on Lap 1, as Herr sensed an opportunity and passed quickly, while Papalas moved up to the third spot. DeBoer gained some traction, passing back and ultimately regaining his 2nd-place spot on Lap 4, with Papalas ahead of Kerr into third on Lap 7 after much close dicing on the track's corners. Wasenko and his Corvette was running out front throughout and opening up the gap, only to then develop a mechanical issue on Lap 11 which forced him to fall back and ultimately drop out. Wasenko's misfortune left the 13-race to be claimed by DeBoer, much to the delight of his family, who were cheering wildly as he took the chequered flag.

Papalas finished in second place with Herr in third. This was excellent competition, with close racing throughout much of the race.

As opposed to a small grid in Race B, the grid for **RACE C** numbered 40: MGs, Austin Healeys, Hondas, Sunbeams, a



photo by Tom King

#521 Sam Cummings, 1967 Alfa Romeo GTA; #29 David Denison, 1969 Datsun 510.

rare Elva Mk 4, Spitfires, a Lotus 7 and many more competing in eight different classes. It took a couple of pace laps in order to get everyone aligned, with Dave Burton, 1964 Porsche 356C, sitting on the pole and Ron Soave, 1968 Austin Healey Sprite, sitting beside him. Row 2 consisted of Tony Drews, 1963 Triumph TR-4, and Tim Covert's 1965 Moodini Sports Racer. In the third row sat John Salisbury, 1962 Sprite, and Andrew Moore, 1964 Sprite.

Burton, Soave, Covert and Salisbury shot ahead on Lap 1 while Drews drifted back into fifth and hovered about in that position. The race settled in, with few changes in the field, but on Lap 13, Soave finally made his move on Burton, overtaking him to gain the top spot. The two of them battled one another all throughout their previous races during the weekend. Soave finished first overall with Burton some .955 seconds back in second. Covert wound up finishing third and Drews in fourth. Moore wound up fifth,



photo by Tom King

#59 Jeff Carlross, 1959 Austin Healey Sprite; #9 Don Kelly, 1961 Austin Healey Sprite.



photo by Chauncy Moran

#83 Stephen Maslen, 1967 Lotus 51A; #451 Roger Sieling, 1962 Lotus 20/22; #35 Ron Smit, 1971 Royale RP9.

while Doug Bruce, 1959 Austin Healey Bugeye Sprite, worked his way through the field to eventually overtake the fading Salisbury and finish in sixth position. There was some good wheel-to-wheel action during this race, which brought cheers from the supporters.

The **RACE E** feature was for all Formula racers except for the Vees. There were 19 cars making the grid, representing seven classes. Phil Kingham, Zink Z-10C, sat on the pole alongside Steve Beeler, 1979 Lola T540, in Row 1. The second row consisted of Robert Burnside, 1969 Brabham BT-29, and Bill Melvin's Formula Ford.

Burnside jumped out ahead at the start, passing Kingham and Beeler, while Tim Holland, 1968 Lotus 41B, advanced into the fourth spot. Ron Smit, 1971 Royale RP9 FSV, advanced rapidly from his 18th starting position over the course of the first three laps, passing 14 racers and eventually overtaking Holland to move into fourth. Smit seemed like he was on a mission, passing Beeler on Lap 5 to move into third, but Beeler responded on Lap 6 to pass Smit, only for Smit to recover and pass Beeler on Lap 8. Game on! For the next five laps, these two made numerous attempts at passing, which was great fun

to watch. Burnside put down consistent lap after lap to wind up finishing in first overall ahead of Kingsman. Smit's perseverance paid off with a 3rd-place finish over Beeler, while Holland was still pushing on Lap 13 to finish in the fifth position. Everyone loves a great Formula race!

A small but nonetheless fun collection of older cars took to the grid for **RACE F**, paced by Rex Barrett, 1933 Ford Indy Racer. Barrett and Daniel Leonard, 1949 MG TC Special, wound up lapping the others during the 11-lap race, as Leonard revved up on Lap 1 and left the others behind, but all involved were cruising along and seemed to be enjoying themselves throughout. Barrett and Leonard finished 1-2 while, a lap down, Patrick Norton, 1935 Chevy Sprint Car, finished third ahead of Todd Stevenson, 1952 MGTD, and Patrick Morse, 1953 MG TD. It was great to watch, and it's always a joy to witness history reborn.

RACE D's feature was dubbed the Frank Newton Formula Vee Challenge. VSCDA's Vee racers, much like the Spridgets, are a close-knit grip who often run literally wheel-to-wheel, confident in their competitors. It's camaraderie all around for the Vees, all

of whom will rally around someone who may have mechanical difficulties or other troubles at the track.

A total of 19 Vees took to the Grattan grid, with the polesitter being Mike Kitzmiller, 1969 Lynx B. Beside him on Row 1 was David Slatterley, 1969 Lynx B. Row two saw Bill Styczynski's purple 1972 Lynx B running alongside the 1967 Killison of Chuck Buysse, while Garrett Van Camp, 1969 Lynx B, and Daniel Hayes, 1969 McNamara, made up Row 3.

It took a couple of pace laps to get everyone aligned, but the action started rightaway with the green flag: race to Turn 1, squeeze to the Turn 2 hairpin, accelerate to the blind drop at Turn 3 and head west, hard right at Turn 4, down the hill and over the jump to Turn 5. Amazing, how all were still close enough together for me to take a full group shot around Turn 6, then it's up the hill to Turn 7, straighten out uphill for



photo by Chauncy Moran

#60 Rick Gurolnick, 1960 Porsche 356; #78 Jim Donato, 1962 Austin Healey Sprite.

Something goes across xyxyxyxy

tight carousel at Turn 8, downhill to Turn 9, switchback down to Turn 10, straight up and to right at Turn 11 before a left at Turn 12 and onto the 1/4-mile straight to complete the lap.

On Lap 1, Slatterley overtook Kitzmiller for the lead, while Van Camp passed Buysse and Styczynski for 3rd. Lap 2 saw Van Camp continue his unstoppable surge, passing Slatterley and Kitzmiller to take the lead.

Lap 3-5 saw Slatterley and Kitzmiller exchanging positions two times, leaving Slatterley still running in second place and Kitzmiller in third, only for Kitzmiller to then be dropped to fourth by the rapidly approaching Chuck Buysse on Lap 6. Hayes was running fifth ahead of Styczynski, while the 1969 Lynx driven by Eric Coppock was busy passing a dozen over competitors and has worked from a 19th

starting position all the way up to seventh.

The action continued on Lap 9, with Slatterley slipping all the way back to the fourth spot, passed first by Buysse and then Kitzmiller. Styczynski seized on his opportunity to move back into fifth, passing Hayes, who was then dropping into the seventh spot when being passed by Coppock.

Garrett Van Camp was running well ahead of the fray, finishing more than six seconds ahead of the others to claim the win. Kitzmiller overtook Buysse to wind up claiming second by .602 seconds, with Slatterley in fourth and Coppock overtaking Styczynski to finish fifth. As Van Camp passed waving chequered flag, I could feel the the spirit of Frank Newton smiling down upon the event.

Those who entered the **TRANS-AM B SEDAN** race wound up finishing in the exact same positions as they started after 11 laps, with the winner being Isaac Keeler, 1969 Datsun 510. Finishing in second place was Sam Cumings, 1969 Alfa Romeo GTA, with third place going to David

ENTRANTS LIST GROUP 1

DRIVER/CAR

R. Barrett/1933 Ford Indy Racer
D. Leonard/1949 MG TC Special
E. McCord/1952 MG TD
P. Morse/1953 MG TD
P. Norton/1935 Chevy Sprint Car
T. Stevenson/1952 MG TD
R. Weinstein/1955 MG TF 1500



photo by Thomas King

#19 Mike Kaske, 1986 Lola T88.

GROUP 2

DRIVER/CAR

D. Amys/1963 Triumph Spitfire
D. Anderson/1963 Sunbeam Alpine
B. Babb/1966 Sunbeam Alpine
J. Bakker/1967 Austin Healey Sprite
D. Bruce/1959 Austin Healey Bugeye Sprite
A. Burress/1962 Austin Healey Sprite
N. Burress/1959 Austin Healey Sprite
D. Burton/1964 Porsche 356C
T. Calloway/1964 Austin Healey Sprite
J. Carlos/1959 Austin Healey Sprite
S. Coleman/1968 Austin Healey LeMans Prototype
S. Coleman/1969 Austin Healey TFR7 Prototype
R. Cook/1963 Lotus Super 7
J. Donato/1962 Austin Healey Sprite
T. Drews/1963 Triumph TR-4
R. Fisk/1959 Austin Healey Sprite
S. Fohman/1964 MGB
M. Frost/1979 Honda Civic
R. Gurolnick/1960 Porsche 356
C. Hall/1972 MG Midget
R. Heil/1972 MG Midget
D. Kelly/1961 Austin Healey Sprite

D. Lee/1959 Austin Healey Sprite
D. Long/1994 Austin Healey Sprite
G. Lynch/1961 Austin Healey Sprite
M. Maehling/1972 MG Midget
K. Marquardt/1971 Alfa Romeo GT Junior
S. Mason/1960 Austin Healey Sprite
A. Moore/1964 Austin Healey Sprite
S. Myers/1959 Austin Healey Sprite
D. Otness/1960 Austin Healey Bugeye Sprite
P. Passon/1964 Triumph Spitfire
G. Perser/1960 Austin Healey Sprite Mk 1
J. Salisbury/1962 Austin Healey Sprite
C. Seifert/1959 Austin Healey Bugeye
D. Shannon/1962 Austin Healey Sprite
L. Smith/1962 MG Midget
R. Soave/1968 Austin Healey Sprite
T. Wilcox/1966 MG Midget
D. Williams/1959 Austin Healey Bugeye Sprite
S. Wright/1963 Austin Healey Sprite



photo by Chauncy Moran

#78 Mike Kitzmiller, 1969 Lynx B.

GROUP 3 DRIVER/CAR

T. Covert/1965 Moodini Sports Racers
R. Del Rosario/1959 Lotus 11
R. Maurer/1963 Elva Mk 7
R. Smit/1959 Lotus 11

GROUP 4 DRIVER/CAR

R. Andrisck/1980 Crosslé 40F
P. Bastyr/1969 McNamara Sebring
S. Beeler/1979 Lola T540
R. Burnside/1969 Brabham BT29
J. Busch/1967 Brabham BT-21A
C. Buysse/1967 Killison FV

J. Buysse/1969 Lynx
D. Carone/1969 Lotus 51
C. Clinger/1972 Schnepf XL
E. Coppock/1969 Lynx B
D. Crosby/1974 Zink Z-12
G. Dennehy/1968 Lynx B
B. Domeck/1976 Lola 342
T. Eden/1969 Lynx B



photo by Chauncy Moran

#409 Daniel Leonard, 1949 MG TC Special.

C. Foss/1966 Lotus 31
A. Freston/1972 Titan Mk 6B
W. Gill/1965 Zink C4
D. Hayes/1969 McNamara
D. Hayes/1967 Lotus FF
T. Holland/1968 Lotus 41B
J. Janus/1968 Lynx B
P. Kingham/1976 Zink Z-10C
M. Kitzmiller/1969 Lynx B
D. Maier/1969 Lynx B
S. Maslen/1967 Lotus 51A
M. Potasnik/1978 Lola T440
R. Preiss/1972 Lynx
D. Slatterley/1969 Lynx B
T. Schulke/1967 Lotus 51
R. Sieling/1962 Lotus 20/22
E. Smith/1966 Zink C4
M. Spence/1972 Crosslé 20F
B. Styczynski/1972 Lynx B
S. Theobald/1969 Lynx B
G. Van Camp/1969 Lynx B
A. Wong/1969 Lynx B
R. Zimmerman/1983 PRS FF

GROUP 5 DRIVER/CAR

J. Boxhorn/2000 Carbir CS2
M. Coombs/1989 Lola T89/90
M. Kaske/1986 Lola T88
B. Knoll/1983 Tiga S2000

H. Payne/1989 Lola 90
S. Payne/1989 Lola 90
H. Payne V/1989 Lola T90
R. Sherwood/2003 Carbir CS2
T. Sloan/1988 Lola 88/90
C. Vance/1987 Lola 88/90
M. Wright/1989 Lola T87/90

GROUP 6 DRIVER/CAR

C. Barack/1966 Ford Mustang
S. Papalas/1993 Chevy Lumina
K. Wasenko/1988 Corvette C-4

GROUP 7 DRIVER/CAR

R. Smit/1971 Royale RP9 FSV

GROUP 8 DRIVER/CAR

J. Albright/1979 Porsche 924
A. Amys/1970 Triumph GT6
S. Cummings/1967 Alfa Romeo GTA
W. DeBoer/1975 Datsun 280Z
D. Denison/1969 Datsun 510



photo by Thomas King

#710 Art Mitchell, 1987 Porsche 924 S.

E. Duram/1971 Datsun 240Z
J. Fisher/1964 Lotus 26R
G. Herr/1972 Porsche 914
E. Hinsa/1972 Datsun 510
I. Keeler/1969 Datsun 510
P. Maehling/1975 BMW 2002
B. Melvin/1974 Alfa Romeo GTV
T. Miller/1989 BMW 325i
A. Mitchell/1987 Porsche 924 S
W. Oakes/1973 Datsun 240Z
J. Ostrowski/1969 Triumph GT6+
R. Riley/1971 Porsche 911ST
S. Saroukhanian/1972 Datsun 240Z
C. Von Hoene/1966 Datsun Roadster
J. Wheeler/1974 Alfa Romeo GTV



photo by Chauncy Moran

#13 Henry Payne, 1989 Lola 90; #161 Samuel Payne, 1989 Lola 90



TEAM DENISON

2021 ELVF with the California Crew

by David Denison

Every so often, a plan does come together. When it's a weekend vintage race plan we are speaking of, this may only happen once in the life of a SA helmet or harness. As hobbyist owner-operators, we all know the odds. No matter what economic level your participation requires, help is needed for a shot at success. And assistance often comes in the form of fellow racers, supportive family members or perhaps a dedicated friend or two. But to have seven friends travel from their California home to a quaint Wisconsin hamlet to provide trackside support for a fifty year-old race car? This is asking the vintage universe for a very big

favor. As it turned out, the racing Gods complied. It seems I should have requested rock star treatment long ago.

My history with these friends dates back about forty years when I lived in the San Jose area and was invited by one member, Mark Kendall, to attend the Long Beach Grand Prix. Mark, who was a co-worker at the time, introduced me to Wes, Ed, Binkley and Greg. These guys had attended this Long Beach race from its Formula 5000 inception. I was swept into the tradition of getting together every April as spectators for this USGP weekend, CART race, Indy Car event- whatever it morphed into at

the time. Other WEC, IMSA, F1, CART/Indy races were attended by this group throughout California, North American and Europe. This crew is tight, well-seasoned, opinionated and knowledgeable on all subjects, but especially motor racing. They are analytical, mostly mechanical, perform research, plan and discuss. The group could be described as the most capable collection of individuals who hadn't yet assembled for trackside support responsibilities. Yet would they even consider this possible boondoggle?

An invitation to attend the ELVF 2021 as a crew was floated during one of our many COVID



lockdown cocktail Zoom calls earlier this year. When they quickly agreed to the idea, it caught me off guard. My mind immediately initiated the over-thinking segment of the upcoming race season. You know- going down the rabbit hole of wondering about all the things that can/will go wrong with the car. This, of course, normally doesn't come into play until just before, during or directly after GingerMan's Spring Brake. And with it comes the pressure of equipment surviving the summer race schedule, too.

This is the event everyone should and must attend. Having experienced the incredible VSCDA organization and culture over the past ten years, this race weekend was destined to be memorable. Even if a dreaded mechanical calamity keeps the car on the trailer, we were going to enjoy this show together. After witnessing last year's magical miracle of ELVF 2020, the heroes of this

small bore racer are Stacey Donato, the Korneli's, Alex Rorke and all of our VSCDA board and volunteer staff.

I had never faced the prospect of this many helping hands in my paddock for three days straight. Perhaps I daydreamed of rock star status but was always snapped out of it by a cracked header, corded tire or a faulty wiring issue. I needed to think like a real motorsport team. I needed a crew chief. This position was quickly filled by Jonathon Binkley Byrnes, a former IBM field systems engineer. He began assembling checklists, assign-

ing tasks, communicating expectations, sending us Red Bull pit stop videos and demanding we have uniforms with our team name. I sensed the September adventure was about to take on a life of its own.

The question of who might handle any diplomatic issues with other teams or drivers arose from the group. I responded with "Stop watching NASCAR. This is vintage. Change the channel." Wes Weller, retired US State Department Overseas security director, was then assigned this responsibility, along with keeping my cool suit box iced up, since he is about as cool as they come. For some reason, a mental image of his fire-arm training from rapidly moving vehicles briefly crossed my mind. I shook it off.

Ed Jaffe, a successful, naturally eclectic Los Angeles graphic designer, was lobbying for a new, more updated color scheme for the Datsun. Our sponsor





(me) couldn't afford to sacrifice food, clothing, shelter and race fuel for the new look. He was disappointed in the decision but agreed to keep the car clean. Greg Starczak, another now retired, laid back IBM analyst and overall problem-solver took on the role of gadget and gizmo support. In other words, everything from EZ up anchoring to Go Pro charging. He and his wife Tami ventured from Santa Barbara in their custom apocalypse-prepared Mer-

cedes Sprinter, fully loaded with E-bikes and SUP boards.

The friend who started it all for me, Mark Kendall, a thirty+ year SCRAMP volunteer veteran of all things Laguna Seca, kept an eye on costs, housing expenses and photo documentation. With some previous Midwest travel experience of his own, he supported the trip from the get-go. He (and his wife Susan's financial and accounting background) had prob-



ably determined my true cost per mile of racing. Thankfully, this figure wasn't shared with me or my wife Nancy, who is the true sponsor of this past time.

The team flew into to my hometown of Traverse City first. After a few days of fresh water sightseeing, Whitefish, Walleye and a private Hagerty Garage tour, we boarded the SS Badger with our convoy for the calm four hour crossing to Wisconsin. The stunning entrance to Road America was a dream come true for Mark and the others. As a Midwesterner, lush greenery on the brink of a seasonal change and rolling hills of the moraine seemed commonplace. To these parched natives of the Palisades, it was a sight to behold. And the perfect weather brought all their previous long underwear comments to a screeching halt.

Once we determined our paddock location, the team had our compound quickly set up with just the right overhead protection, pavement access and a natural carpet of green grass under our chairs and tables. Tools, race gear, tires, fuel, jack, generator, Go Pros, hydration, ice, sustenance, uniforms-check, check, check. They had it dialed in. Now this over-supported driver better take care of the machinery.

The Enduro was the first exciting test. Remember your first time up on the hot pit wall at world famous Road America? I sure do. The sense of urgency and anticipation was infectious. Run those golf carts



up there, get your space secured, don't forget your assignments. Just be where I can see you and I'll come in for our mandatory stop. "No, I don't have a radio. No, we won't be refueling." Binkley stayed with me on the false grid. I was once skeptical for the need for uniforms, but now couldn't keep from smiling. The team looked great! I could make them out as the Datsun (with its massive 165HP L18) worked its way up the hill past the tower. A few laps later I gave them the "next one" finger signal. They were on it. Arms up for spotting the stall, timer started, windshield clean, walk around, tire inspection, drink, lift the hood to take a quick peek, refasten, time check countdown. Ready and good to go. Truth be told, I think they were a bit disappointed we didn't need to execute a four tire swap, driver change and half turn on the track bar.

Throughout all three days, not a grid call was missed. Practice, qualifying, all races, Trans Am B-Sedan, Sheldon Cup. As most

race friends know, this is a rare occurrence for my Datsun. After each session the team jumped into action. Fuel, TP and tires, torque those lugs, Go Pro set, ice for the Cool Suit, inspect the brakes and rotors, fluid check, wipe down the oil blow by, spark plug analysis, windscreen, wipe the car down so it's pretty, oops-battery not charging, change the voltage regulator, test the alternator, test the battery, charge the battery, yikes! There's a hairline spider crack in the right front rotor, check the radiator expansion tank, thirty minutes out get your gear on. The team did all of this. I just sat there, sipping Gatorade, snacking on cheese curds watching the show. Yep. I was getting quite comfortable with being the rock star. "Only yellow and blue M&M's in my dressing room, please!"

It wasn't all work for the team. This organized group checked off their support responsibilities then jumped in the carts to explore the circuit and found locations I've never been to. They saw cor-

ner angles and sight lines I didn't know existed. "What? You can go down in Thunder Valley?!" I often thought just watching a start and a few laps from the turn 5 grandstand was as good as it gets while participating. We drove those carts all over this National Park of Speed. We ate bratwurst, gawked at priceless automotive machinery, met Peter Brock, made new friends, cruised the competition & upper paddock then perched above Hurry Downs. On a normal race weekend I never stray too far from the paddock but we took the race car on the old course into town. Binkley drove the 510 in and Ed drove it back. It was a weekend that I didn't want to see end.

I knew this 2021 ELVF flagship event was going to be different and somewhat unique for me. I just didn't anticipate how truly special it would ultimately turn out. Thank you VSCDA. Sharing Road America and the vintage spirit with lifelong friends was an adventure like no other. I know this experience will never be duplicated. The unbelievable stretch of beautiful weather is certainly one reason. There will never be another "first time" visit for any of the team members. But lately, word from the West Coast is Team Denison Trackside Support, with their uniforms, checklists and new love for cheese curds, are open for business and plotting a return. And that is music to my wanna-be rock star ears.



VSCDA Elkhart Lake Vintage Festival

Road America, Wisconsin

September 17-19, 2021



#44 Robert Maurer, 1963 Elva Mk 7.



photo by Dave Drives



#951 Rich Stadther, 1963 Elva Courier; #106 Scott McQueen, 1957 Austin Healey BN4 100-6; #361 Kellan Weinberger, 1972 Datsun 510.

— story by Pete Gorski

Their names define their era, and in some cases, the sport of racing itself. Foyt, Gurney, Stewart, Andretti, Petty...these drivers captured the imagination and attention of race fans from their beginnings in the 1960s on through to the 1980s and beyond. Even people not very familiar with motorsports have heard of Mario or King Richard. Unfortunately, some race fans may have a blind spot when it comes to who designed the cars those drivers piloted. They may recognize a car and possibly even know its designation. But a similar list of designers – Chapman, Hall, Broadley – doesn't elicit the same response. The VSCDA hoped to shine a light on a least one designer whose influence and legacy are seen on vintage grids around the country by inviting Peter Brock to be the guest of honor at the Elkhart Lake Vintage Festival.

As the opening paragraph of Brock's webpage states, how you know Brock depends on your fandom. In this case, it was his contributions to the Trans Am series that brought him to the ELVF. "My driving force to get Peter Brock there was the 50th

Anniversary of the 2.5 Challenge Trans Am," said Steve Bonk, VSCDA member and Datsun 510 enthusiast. "Peter Brock's BRE team with John Morton and Mike Downs won the manufacturers' series in 1971 and 1972. John Morton won the race at Road America in the BRE Datsun 510, challenging a large group of Alfa racers led by Horst Kuech. Peter Brock was a natural choice to honor this year at the VSCDA Elkhart Lake Vintage Festival!"

"Peter's graciousness to all the fans is tremendous!" Bonk continued. "His love for automobiles and auto enthusiasts is so evident in his interactions with all the people! It was truly a delight to see the fans' eyes light up when they got to meet their hero!" Brock also got to see a substantial number of 510s out tackling Road America's climbs and drops. "There were 21 cars that ran the 1971 race. We had 37

cars signed up with drivers from Europe and South America. Younger drivers like my 20-year-old son participated also to hopefully keep the grids full for years to come. But attrition took its toll. Sunday we had 26 cars start the race which is 5 more than 50 years ago."

Test and practice sessions comprised

most of Thursday and Friday's track time, with the Jeff Porasik/Raymond James **ENDURO** benefiting Disabled American Veterans bringing together 48 cars from six different classes in the weekend's first race. The traces for any longer race tend to get jumbled, and between the size of the field and a sixty-



#169 Scott Graham, 1969 Pontiac Firebird.

minute runtime, the lap chart resembled a handful of spaghetti dropped on a table. Of course additional runtime enables additional drama. A variety of cars went off in a variety of corners, requiring safety to roll out and rescue them. Add a mandatory pitstop that some drivers had already taken but some had not to an incident in the Kink that brought out first the double-yellow then the black, and you have a final time sheet that produced more than a few "Huh? He did how many but the time is shorter and..." Pole-sitter Tim Roberts was scored first ahead of Todd Treffert, Jerry Edquist, Ben Myers, and George Balbach Jr.

Saturday featured a blend of on-track action with off-track fun – qualifying and sprint races at RA plus the Road Course Reenactment on the original Elkhart Lake roads culminating in the Gather on the Green Concours at the nearby Osthoff Resort.

Hopefully the **PRE-WAR** drivers don't mind being up early; the final call to the grid for Sunday's first race came just a few minutes before 8am. With some parts of the track bathed in sunlight but others still shrouded in shadow, fifteen cars took the green. If you've been to Road America for a vintage race, or you follow the reports in this magazine, you've probably had the good fortune to see Brian and James French rocket around the track and through the field in their 1997 F1 cars. The question is rarely if they'll win, but by how many laps over the rest of the group. Replace "Frenches" with Rex Barrett and Russell Lane, and you've got a pretty good feel for the Pre-War group.

Barrett and Lane ran away from the field, Barrett's big 1933 Ford Indy car pursued by Lane's 1953 MG TD, ditching its BRG paint for a dark shade of blue. Barrett kept the butterflies open on the Ford, his narrow tires squirming under braking through turn twelve, with the sharp buzz of Lane's MG filling Thunder Valley. Barrett added to his lead on all but one trip around the 4.048-mile circuit, taking the checkers 3.3 seconds ahead of Lane. Sanford Silverberg (1929 Ford Model A) came home third with Douglas Stewart (1935 Riley Special) and Scott Fohrman (1946 MG-TC) completing the top five.

Pick a number between one and 50. Was it 38? Excellent, because that's now many cars were gridded for the **GROUP 2/3D** race! Triumphs, Porsches, Austin-Healeys... too many marques to list them all. Jeff Johnk had his 1959 A-H 100-6 on pole, flanked by Robert Van Zelst's 1955 Porsche 356. Matt Goetzinger's 1961 356 and John Salisbury's 1962 A-H Sprite formed row two. Jim Perry's brought some Scandinavian flavor with his 1962 Volvo P1800 while George Balbach Jr. put a third 356 in the top six.

Johnk led a three-car breakaway through Turn 12 on lap one, his mirrors full of the bathtubs of Van Zelst and Balbach Junior. Goetzinger and Salisbury came through next with much of the field still running two-wide behind them. Balbach Jr. made his move on lap three, sweeping past Johnk in Turn 12 to



#116 Paul Bastyr, 1969 McNamara Sebring Mk 1; #76 Steve Theobald, 1969 Lynx B.

www.victorylane.com



#6; #27; #28 David Amys, 1963 Triumph Spitfire; #95 Tony Drews, 1963 Triumph TR-4.

take the lead, Denny Wilson matching the Porsche's rise in his 1962 Lotus Super 7. One lap later it was Wilson arriving in Canada Corner first followed by Balbach Jr. and Johnk. Van Zelst held fourth ahead of Joel Weinberger in yet another 356, advancing quickly from 19th on the grid.

Weinberger continued his charge toward the front, claiming fourth on lap five, knocking Johnk off the podium one lap later. And he nearly had the second step to himself, taking the checkers eight hundredths of a second behind Balbach Jr. who was only eight tenths behind Wilson. Van Zelst hung on to fifth.

The **OPEN WHEEL SPECIAL**, the first "theme" race of the day, dispatched thirty-two cars from four different classes, as always with a sizable S2000 contingent mixing it up with the Formula mounts. Unfortunately mechanical issues felled a few cars on the pace lap, resulting in a running clock but not racing cars.

When the session did go green, it was clear everybody had spent enough time behind the Elkhart Lake Blue Corvette pace car. Seven drivers scrambled for space through Turn 12 on lap one, Fletcher Belt (1979 March 79V) outraking Raeder Pearce (1971 Lotus 69B) for the lead. Skip Pfeffer (1987 Lola 87-90) streaked through in third ahead of Bill Wallschlager (1997 Van Deimen RF97), Charles Duncan (1990 Lola S2000), Andy Jackels (1988 Lola 88-

90), and Rob Radmann (1984 Reynard SF84).

Belt had a little breathing room as he powered up the hill toward turn 13 on lap two, Wallschlager, Pearce, and Pfeffer locked together with Duncan a few tenths back. Belt built on his lead, with a new contender sneaking into the top five – Fritz Seidel. With a strong move under braking, Seidel (2004 Carbir S2000) knocked Duncan back to sixth. Whether he could have risen further we'll



#191 Josh Boller, 1975 Chevron B29; #341 Andy Jaekels, 1988 Lola 88/90.

never know. The shortened race ended with Belt P1, Wallschlager, P2, and Pfeffer P3, with Pearce dropping to fourth ahead of Seidel.

The rumble and roar of big-power engines announced the start of the **GROUP 9** race. Exotic machinery peppered the field – Pierce Marshall's 2014 Ligier JSP2, Dominick Incantalupo's 2014 Oreca LMPC, Bill Heifner's 2011 Cadillac CTS-V, and a slew of 911s, from Tim Haines 1979 RSR to the 2015 GT3 Cup of Tom Nelson. Colin Comer (1994 Mustang) found himself in a familiar position, on pole, flanked by another front-running regular, Randy Rupp (1994 Mustang).

Twelve turns into lap one, Comer had already built a comfortable lead. Rupp motored through in second, followed by Robert Van Zelst (2017 911 GT3-R), Robert Blain (2004 Corvette GT1), Lance Wiskirchen (2000 Mustang), and Al Tiley (2013 911GT3-R).



#51 Don Carone, 1969 Lotus 51; #96 Charles Livingston, 1972 Titan Mk 6b.



#32 Terry Stahly, 1972 Alfa Romeo GTV 2000; #67 Christopher Candee, 1968 Porsche 911; #69 Greg Herr, 1972 Porsche 914.

Unfortunately, the line at the glue factory was going to be a long one. Rupp failed to complete another lap, Wiskirchen retired after four circuits, and Ray Bonthron's 2002 Mustang limped through at the end of the session trailing smoke.

Technology is a wonderful thing. Transponders allow finishes to be measured to within hundredths of a second...but only if they're working. Looking at the time sheets and the lap traces, it appeared as if Blain and Van Zelst advanced into the holes left by the hobbled Mustangs to take second and third behind the dominating Comer. But second place was actually occupied by Marshall's Ligier, who due to a malfunctioning transponder was not scored. Blain occupied the final step on the podium, with Van Zelst taking fourth ahead of Todd Treffert's 2000 Nissan GTR.

The **GROUP 10** race required a change in technique, from high horsepower point-and-shoot cars to the conservation-of-speed-minded momentum monopostos. Eric Coppock (1969 Lynx B) and Ron Preiss (1972 Lynx) had the best view down the long front straight, with Paul Bastyr (1969 McNamara Sebring) and Steve Theobald (1969 Lynx B) forming row two. David Crosby (1974 Zink Z12) and Joe Stiefel (1968 Lynx B) planned their attack from row three.



#213 Tim Roberts, 2007 Lola B07/90.

Coppock buzzed through Turn 12 on lap one with a surprisingly large lead over the snarling mob behind him. The order at the front quickly stabilized, with Coppock, Preiss, Bastyr, and Crosby settling in to a nice rhythm. The fight for fifth was for more contentious, with multiple drivers claiming the position, if only for part of a lap or a few turns. Theobald, Stiefel, Ryan Buckley (1969 Zink C4), Jerry Buysse (1969 Lynx)... all swept through Turn 12 in fifth at some point only to end up scored in a different position two turns and one straightaway later.

But it was the 1960 Lola FJ MkII of Thomas Atlas that resolved the issue of who would finish fifth. Atlas took the green from sixteenth and steadily rose through the field to finish in second. His ascent meant that Preiss, Bastyr, and Crosby finished third through fifth. Coppock pulled away to take the win by sixteen seconds. But befitting a Formula race, Buysse, Theobald, and Stiefel crossed the line separated by only sixth tenths for sixth through eighth.

As many know, racing in Elkhart Lake originally took place on public roads around the town. To honor those early races and the people that organized them, the ELVF features three special Cup races. For those of you scoring at home, two of the three races, the Kimberly and Sheldon, are essentially bracket races, with the goal to go fast but not too fast. The Elkhart Lake

Cup race has no such boundaries – go as fast as you can! These races also allow drivers to mix it up with cars from outside their normal classifications.

The **KIMBERLY CUP** was contested first, with the "breakout" time pegged at three minutes. Turn a lap faster than 3:00, with a one-second grace moment, and you get the dreaded DQ, which in this case does not mean Dairy Queen. While not an official leg of the VSCDA's Spridget series, it kinda felt like one. Of the twenty cars entered, nine would have been welcomed in that contest. In addition to a few Volvo 1800s and an Alfa GTV Jr., a quartet of PreWar cars took the green, along with Karen Menne-Jacobsen's 1969 Triumph TR-6 and Doug Klink's interestingly-cambered 1951 Allard K2.

Tim Detwiler (196X Volvo 1800) led a five-car breakaway through Canada Corner, pole-sitter Jon Bauer (1959 A-H Sprite) and Jim Donato (1962 A-H Sprite) sweeping through behind him, with Bob Schaefer (1965



#833 Russell Lane, 1953 MG TD.

MGB) and Leah Bauer (1961 Midget) on their bumpers. Russell Lane was the first of the PreWar cars, advancing one spot to sixth. Things didn't go as well for Rex Barrett and his Indy Special. It's safe to assume that the designers of the Ford didn't have four miles of turning, and more importantly braking, in mind back in 1933. Rex found the pedal to be a little soft as he entered turn twelve, and if there was any doubt as to what happened, the smoke wafting from the front wheels removed it. Fortunately everybody cleared him, and he was able to reverse the car behind the wall without any incident.

Out front, Detwiler held the lead over Jon Bauer and Donato, with the two Healey's swapping P2 and P3 in the middle part of the race. Schaefer retired after lap four, promoting Leah Bauer to fourth, with Klink in fifth. And that was how they would finish. However... having flirted with the 3:00 cutoff on several laps, the top three were found to have gone just a bit too fast. The revised finishing order put Leah Bauer on the top step, ahead of Klink and Kevin Fay (1972 Midget), with Chris

McGrath (1969 MGC) and Jeff Buckley (1967 A-H Sprite) completing the top five.

For the **SHELDON CUP**, a 2:43.999 would trigger the "sad trombone" sound. And let's release the tension right away – everybody stayed on the happy side of 2:45. Forty-seven cars cascaded down the hill into turn three, a mix of BMWs, Datsuns, Alfas, Mazdas, multiple British makes, and for fans of early-1990s NASCAR, a 1993 Ricky Craven DuPont Lumina. Patrick Womack was the top BMW in the field, a 1973 2002, with the 1972 Alfa GTV of Rob Cowen gridded beside him. Matt Goetzinger rolled off from third in his 1965 911, with the papaya-orange 1991 Mazda MX-5 of Pat O'Hara to his left. (At least according to the pace lap order; the lap traces indicate a different order than what was observed track-side.)

Womack was still in the lead as he rushed through Turn 12, the rest of the pack positioning themselves for the run up the hill to turn 13. By lap two, Goetzinger had moved into second ahead of the charging George Balbach (1960 356) and the fading Cowen. Marshall Moore (1972 Datsun 510) occupied fifth with Greg Herr (1972 Porsche 914) lurking behind him. Snarling engines filled the air for a solid minute as the mass battled through Canada Corner. Womack banged out three straight 2:46s, trading 10ths with the equally-consistent Balbach.

Womack hung on to take the win, but just barely. Balbach had closed to within half a second as the pair streaked across the finish line. The resolution of positions three through five was a bit more chaotic. Moore advanced to third on the last lap followed by Herr, both getting around Cowen, who due to a loose plug wire was running on three cylinders, with Goetzinger dropping to seventh.

After two sessions of self-imposed restraint, it was time to cry havoc and let slip the dogs of the Elkhart Lake Cup – no time constraints! The large field was a blend of American V-8s, German fours and sixes (flat and inline), Japanese sixes, and Italian fours. Colin Comer returned with his 1994 Mustang, alongside Willy Todd's 2008 NASCAR



#969 Michael Origer, 1969 Corvette.

www.victorylane.com



#79 Patrick Crum, 1970 Datsun 510; #17 William Wessel, 1965 Datsun SPL 311.

Fusion. Dominick Incantalupo (2014 Oreca LMP2) and Tom Nelson formed row two, with the Porsches of Michael Ketten (2002 911 Cup) and Ken Greenburg (1996 911 RSR) in row three.

Unfortunately the potential of the race was not to be realized. The first vehicle through Turn 12 after the pace lap was not a racecar, but a safety vehicle. As Comer, Todd, and the rest appeared in the Turn 12 braking zone on lap one, something looked odd, almost like an F1 VSC period. They weren't in pace lap formation, but they weren't really racing either. Contact just past the flag stand on lap one resulted in multiple cars hitting solids. The pace car was redeployed, and after three laps the session was ended.

The first race after lunch was brought to you by the number "510." As in Datsun 510. Of the twenty-six cars that took the green in the 50th Anniversary **2.5 CHALLENGE** race, sixteen had Peter Brock's fingerprints on them. But the Datsun gang played nice with the rest of their 2.5 cousins, allowing five Alfas, two BMWs, a Datsun B-210, a Volvo 122S, and a Corolla to join the fun. Troy Ermish and Jeff Parnell gave the 510s a front-row lockout (1971 and 1970 respectively) with Patrick Womack's 1973 2002 and Erik Wood's 1966 GTV queued up in row two.

Ermish arrived first in turn five, a small gap back to Parnell, Womack, Wood, and Richard Milne (in...you guessed it...a 510), with a rewired

Cowen watching a few car lengths back in sixth. By the time the leaders emerged from Thunder Valley and bounded over the turn thirteen curbing, the gaps had grown. Hitting 128mph into turn five, Ermish was aiming up the hill at turn six as Parnell entered the turn five braking zone. Womack, power-oversteering on exit from turn five, remained in third, with Milne and Wood in close contact.



#0 George Balbach, 1960 Porsche 356; #631 Matthew Goetzinger, 1965 Porsche 911.

Wood made his move on lap four, outraking Milne into five to retake fourth.

With that pass, the order of the top five was set. Ermish saved the best for last, posting the session-best 2:36.3 on his final trip through the fourteen turns. The Big Mover Award (if it existed) would go to Mike Pranka. Due to some unscheduled bodywork work, his 1972 GTV started from the last row on the grid. And while a softer setup robbed fans of the opportunity to see The Amazing Three-Wheeled Alfa, it seemed to work for him. In just six laps, Pranka advanced fifteen positions to tenth place.

Attentive fans may have noticed somebody special driving the equally-special 1965 Cobra roadster ahead of the **PETER BROCK ALL-AMERICAN CHALLENGE** – Peter Brock himself, with the car the same Cobra Ol' Shel drove in a 2010 IMAX documentary. A Mustang GT350 and a C2 Corvette joined

Victory Lane



photo by Pete Gorski

#46 Jacques Dresang, 1977 AAR Eagle DFG; #8 Bob Hatle, 1989 Swift DB-3; #127 Daniel Ariens, 1977 Crosslé 32F; #182 Adam Stanton, 1977 Crosslé 32F.

Brock on his parade lap. Open to any and all American-made cars, the session was sadly a little undersubscribed. Only six cars answered the call, although they packed in plenty of variety. Colin Comer returned in his Mustang, as did Willy Todd in his Fusion. If Todd had contemporary NASCAR covered, Craig Olson had the near-vintage side in his 1986 Monte Carlo. Randy Rosenmerkel, Brian Carlson, and Scott Graham put on a "F-bodies through the years" retrospective with their 1982 Trans Am, 2011 Camaro, and 1969 Firebird respectively.

As you might expect, Comer completed the seven laps largely uncontested. He was hitting 160mph through the eponymous SpeedZone on his way to a session-fastest 2:14.3. Rosenmerkel had dropped to third behind Todd before working inside the Fusion in the turn five brake zone and winning the drag race up the hill to turn six. Carlson booked 2:28s on four of the seven laps, taking fourth ahead of Olson, with Graham retiring earlier in the race.

After a brief pause to present the winners of the Cup races, the drivers of **GROUP 4** hopped back in their cockpits for their final race of the weekend. It looked like a mini Brabham reunion at the front, with five of the six cars bearing Sir Jack's surname, led by a driver bearing Sir Jack's surname, Geoff. Raeder Pearce responded with Colin Chapman's perspective, a 1971 Lotus 69B.

Steve Grundahl (1969 BT-29) appeared in turn five ahead of Brabham (1971 BT-36) and Pearce, with Ron Hornig (1971 BT-35) a few lengths back. Stephen Davis (1965 BT-16) and Matt Primack (1966 Brabham BT-18) had a good view of the action ahead of them from a bit farther up the hill. However by the time the leaders flashed across the start/finish line, Brabham had retaken P1. The top four cars broke into two pairings, with Brabham and Grundahl the lead battle, Pearce and Hornig the fight for third. Brabham logged a trio of 2:21s to Grundahl's 2:22s before late traffic slowed their pace. But the traffic wasn't enough to change the outcome — Brabham took the overall win ahead of Grundahl, with Hornig, having worked around Pearce, taking third. Davis completed the top five.

The less-widely-tired classes put on a pretty good show as well. Jacques Dresang (1977 AAR Eagle) and Bob Hatle (1989 Swift DB-3) spent much of the race in close proximity, joined by Dan Ariens (1977 Crosslé 32F) and Adam Stanton (1977 Crosslé 32F). Hatle got around Dresang on lap five, but couldn't shake the pursuing Eagle. A single tenth was the difference between first and second. Ariens and Stanton were a similar story. Having lost contact with Hatle and Dresang, they came across the finish line separated by an even smaller margin — two hundredths of a second!

Despite some attrition, a still-healthy nineteen

Prototypes and S2000s came out for the **GROUP 5** race. Spilt into two groups, Jeff Miller (1977 Lola T496) jumped from third on the grid to first on the track in five turns to lead the Prototype half, with Jack Donnellan (2007 Lola B07/90) a few lengths back. Joel Weinberger (1972 Chevron B21), Josh Boller (1976 Chevron B36), and Walter Vollrath (1972 Lola T290) came through next, with Vollrath laying down a lock-up induced smokescreen on Tim Roberts (2007 Lola B07/90). Miller, hitting 146mph on the middle straight, gradually drew away from Donnellan and the rest of the field. Setting the fast lap of the session on the fifth trip around (2:17.014), he took the checkers two seconds ahead of Donnellan, with Weinberger and Boller in third and fourth. Fifth went to Roberts.

On the S2000 side, Fritz Seidel (2004 Carbir), Ben Myers (2001 Carbir), and Kevin Leparski (2004 Carbir) came into turn five in a three-car cluster, with Ralph La Macchia (1998 Carbir) the head of a seven car posse.



photo by Dave Drives

#72 Mike Plotz, 1979 March 79B.

Seidel made short work of all his pursuers, gapping Myers who surrendered second to Leparski late in the race. Jerry Edquist (2000 Carbir) had moved into fourth midway ahead of a slowing Charles Duncan (1990 Lola), with Skip Pfeffer (1987 Lola 87-90) in fifth. And when Leparski retired after lap six, everybody moved up, with Edquist in third and Pfeffer in fourth. Fifth came down to a battle between Frederick Seidel (Carbir) and Andy Jackels (1988 Lola 88-90), with Frederick claiming the spot.

Late Sunday sessions often suffer from the effects of a full race weekend — either attrition or long-tow-itis cuts down on the number of drivers who answer the call to the grid. Not this time. Thirty-seven entries from **GROUP 3C/8** tightened up the belts once more, led by Nik Romano (1968 Ginetta G16) and Lisa Hansen (1969 911). Steve Grundahl added his 911 (a 1972) with a mix of Datsun 240s (Randall Green, 1972, and Jeff Jagusch Sr., 1970) and some party-crashers from the 2.5 Challenge (Parnell, Womack, Pranka) filling the front rows.



photo by Dave Drives

#110 Lisa Hansen, 1969 Porsche 911; #0 George Balbach, 1966 Porsche 911.

Romano survived the first four turns still in the lead, a small gap over the lead pack as he powered out of turn five. Hansen had mirrors full of Grundahl, with Green a few lengths back. Womack came through in fifth ahead of Jagusch Sr., the rest of the field lined up nose to tail and two-wide as they fought for position. Lap two was largely a repeat of lap one, although the gap from Romano to Hansen had grown, while Parnell moved around Jagusch Sr. for sixth. The first change at the sharp end occurred one lap later. Grundahl, entered the turn five brake zone in second, his left-front tire locked up as he held off Hansen and Green's counterchange.

Green continued his march, assuming second on lap four, dropping Grundahl to third and Hansen to fourth. While his times steadily improved over the first five laps, so did Romano's. The blue Ginetta made the best of the clean air, going purple on lap five with a 2:30.2. Romano took the checkers nearly eight seconds ahead of Green, with Grundahl, Hansen, and Parnell, having dispatched Womack, completing the top five.

For a race set in mid-September, conditions were a little on the warm side. Turn five had been baking in direct sun for many hours by the time **GROUP 3A/3B/6** got their crack at the 14 turns. And maybe that's why — a hot surface — so many drivers were power-oversteering through it. Or there was an

unofficial drift component to the session. Either way, whether it was the F-bodies of Matt Mulacek (1967 Camaro) and Scott Graham (1969 Firebird) or the rear-engined 911s of Fritz Seidel (1973 RSR) and David Hinton (1974 RSR), if you liked tail-out driving, these guys gave you something to point at excitedly.

But it was Todd Treffert that kept his rears hooked up, his 1974 IROC 911 leading Michael Origer's 1969 Corvette up the hill to turn six on lap one. Seidel, Mulacek, Hinton, and Jon DeGaynor (1959 Devin Mk 1) rumbled through en masse, tires straining for grip. One lap later, the opening from Treffert back to Origer was a bit larger. Seidel, his left front lifting on exit, settled in third ahead of DeGaynor, with Hinton and Mulacek battling for fifth.

DeGaynor, Seidel, and Origer all spent time in the middle three positions, depending on where they were in the session or the lap. The result after seven laps was a three-way photo finish, with Origer taking second by .455sec over Seidel, DeGaynor only .223sec behind in fourth. Treffert and Hinton bookended the trio.

The honor of closing out the weekend's racing activities fell to **GROUP 7**. Tail-out antics were no longer on the menu, wings and slicks (and diffusers) keeping the cars on their intended paths. For those who hung around, the cherry on top of the day's racing came in the form of the Brian and James French's 1997 F1 cars. As always, they staged their own race-within-a-race, the V-10 engines in their Benetton and Jordan howling as they blasted from turn to turn. Their normal pattern is to run within tenths of each other, the draft up the long front straight hill allowing the following French to close on the leading French. Laps two and three deviated from this routine, but they quickly (no pun intended) returned to form. After eight laps, with James posting a 1:50.7, Brian took the win by .086 seconds.

But let's not forget there were others out there. Josh Boller, his STP-orange 1975 Chevron B29 glowing in the sun started third,



photo by Pete Gorski

#93 Raymond Freiwald, 1961 Volvo P1800; #72 Kevin Fay, 1972 MG Midget.

with Michael Popp's 1997 Van Diemen to his side. Rob Radmann strapped into his Carlos Sainz-homage 1984 Reynard SF84, with John Green (1993 Van Diemen), Eric Lecuyer (1972 Lola T252) and Joseph Conway (1993 Van Diemen) comprising the rest of the field. Boller ran in the low 2:20s for all but the first lap, with Popp equally consistent if a bit slower, the pair coming home third and fourth. Radmann claimed fifth, four straight 2:29s culminating in a 2:29.006.



photo by Dave Drives

#71 Robert Blaney, 1964 Formcar; #99 Jerry Buysse, 1969 Lynx.

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Daughter Knows Best!

by Leah Bauer

Motorsports have been a huge part of my life from a very young age. From dirtbikes to 4-wheelers, now snowmobiles and racecars. I definitely have always had a need for speed! Racing is my biggest passion and the love of adrenaline runs in my family. I've always followed in my Dad's footsteps when it comes to racing. He's a World Junior Champion snowmobile racer and motocross racer. As he used to say, "Have helmet, will race." In the Spring, when racing snow-

mobiles has come to an end, I head to the shop with my Dad to prep for road racing our Vintage cars. Dad has a 1959 Austin Healey Bugeye Sprite and I have a 1962 MG Midget. He's been racing his car for almost 24 years! I started in the Bugeye and did track days with it until I got my race license in 2014. Dad and I shared the Bugeye for the first few races I did. He mostly did the Sprint races and I did the Enduros in the VSCDA circuit. It worked for a while until I realized sharing was not as much fun and I needed my own car. There is a

lot of friendly competition between us so when I started getting close to his lap times, he agreed it was time for my own car.

That's when I got "Orange Crush", the MG, and started the tedious process of rebuilding. The car, thought to be race-ready, was in no shape or form to run on the track. Soon after we got her, I blew my knee apart in a snowmobile race and Dad had complete knee replacement surgery a week later. We were a couple of hurting units and the rebuild was put on hold.



Once we were able to move around on crutches a little better, we made the most of it and got through with lots of humor and pain medicine! As you can imagine, the two of us hobbling around on crutches and dropping tools all over was a sight to see! We called our shop nights "Cars and Cripples at the Team Shitshow Garage."

Finally after two years of working on Orange Crush, I was able to get her on track and into the Spring Vintage race at Road America. I was running fast, and getting faster each day, shaving off 10 seconds from Friday practice to Saturday qualifying. All the excitement and glory came to a dead stop when my motor blew in qualifying. I was pretty disappointed, mostly because I had been progressing

so quickly and wanted to get even faster. Eventually we were able to get a new motor and start racing again.

"Dad was a little salty, but very proud of me."

This past Summer went really well for both of us and we had a blast racing together in the same class. By the end of the season, I was getting pretty close to his lap times. The last race we did was the ELVF this Fall and it was my favorite race of all time! We had a ton of fun as we always do and both got progressively faster as the weekend went on. Dad and I raced the Kimberly Cup on Sunday and even though I started 17th, I was shav-

ing seconds off each lap. I started the weekend with a 3:10 lap time and ended up at a 3:02 at the finish of the Cup race. Dad and 2 others broke out of the time restriction, making me the winner of the race! I was shocked and excited! I know Dad was a little salty but very proud of me at the same time and I know he had just as much fun as I did. It was the first time I've been on the podium and it felt great!

It makes my heart full that we can share the love of racing together and I look forward to it every Summer! I know we will enjoy each other's company at the races for years to come, even though we may remain "frenemies" on the track!

PS to my Dad- STOP STEALING PARTS OFF MY CAR!



#114 Ramiro Malgioglio, 1964 Volvo 1800; #51 Rick Michalek, 1961 Austin Healey Bugeye Sprite; #43 Greg Buckley, 1967 Austin Healey Sprite; #84 Kelly Wittenauer, 1968 Unipower GT.

VSCDA Blackhawktoberfest

Blackhawk Farms, Illinois

October 16-17, 2021

— story and photos by Pete Gorski

No matter how well-planned an event is, if it's happening outside, it's susceptible to the whims of weather. But there's nothing you can do, so you book the venue and hope for the best. The two previous installments of Blackhawktoberfest, the VSCDA's season-ending event, were beset with conditions that wetted the track and put a run on the hot chocolate at the concession stand. Fortunately this year broke with "tradition". While it may have been a touch nippy on Saturday, for late October in the northern part of the lower portion of the upper Midwest, conditions were near perfect. And Sunday? Mild temperatures and an essentially cloudless sky meant the only time people talked about the weather was to say, "Better than last year, huh?"

Just about a month had passed between the last checkered flag waving at the Elkhart Lake Vintage Festival and the first green flag

flying over Blackhawktoberfest — plenty of time to get things sorted and prepped. While the schedule was largely the same as previous 'Fests, a few tweaks changed things up just a little. Saturday had been dedicated to practice and qualifying for the three race sessions each group would contest on Sunday (along with some theme races), with the fifty-minute enduro Saturday's only "race" action.

The **SPRIDGET** Race moved to Saturday as well, kicking off the post-lunch half of the schedule. Nine examples of BMC/BMH's finest zipped into turn one,

with Tom Wilcox the only listed Midget in the field. Duane "Ottie" Otness sat third, the top Bugeye in the group (1960), behind Jim Donato and John Salisbury's 1962 Sprites. Another pair of Bugeyes watched from fourth and fifth, Rick Fisk's 1959 and Rick Michalek's 1961.

Salisbury must have figured out the secret to Blackhawk because he crushed the field. By the end of the fourth trip around the 1.95-mile circuit, the same lap on

which he also went purple (1:22.9), his lead over Donato was twenty seconds. Excluding the first lap, he never went slower than 1:25,



#97 Brendan Alexander, 1962 Triumph TR-4; #197 Brian Lynch, 1974 Saab Sonett 3; #317 Ryan Murphy, 1961 Triumph TR-4.

and lapped up to third place. Donato and Otness put on quite the show as they battled for second and third. Their lap times were separated by only tenths on the big end and thousandths on the small. After thirteen trips through the sun-dappled countryside, Donato persevered, taking P2 by less than a second. Erik Jacobsen (1959 Bugeye) took the green from the last row but vaulted into fourth by lap two. From there he logged ten straight 1:32s or better, securing the position. Greg Buckley (1967 Sprite) was equally consistent in fifth, if a few seconds slower per lap than Jacobsen.

With the low October sun throwing long shadows across much of the track, 17 cars from seven different classes rolled off for the Porasik/Yde **ENDURO** benefitting Disabled America Veterans, closing out Saturday's action. You want Porsches? How about two

914s and a 924? S2000s? Two Tigas and a Lola had you covered. Saabs? One, the 1974 Sonett of Brian Lynch. Also a single BMW, a 1973 2002 driven by Jeff Cohen. Kelly and John Wittenauer brought their 1968 Unipower GT and 1964 Morris Mini Cooper S to the party, along with some Triumphs, Alfas, and Healeys.

The S2000 contingent led early, Porasik (1986 Lola) ahead of the ascendant Max Whitaker (1984 Tiga) and the briefly fading Brent Knoll (1983 Tiga). David Putz, much like Whitaker, advanced from farther back in the field quickly, his 1971 Royale RP4-A breaking into the top five around lap seven. Larry Lunda (1970 914) was the only production-based car in the top five. Starting from third he gradually gave way to the prototypes, dropping as low as seventh. He returned to his starting spot just past halfway, but retired after twenty-eight laps.

With pitstops completed around lap twenty-five, the business of racing to the flag became the focus. Knoll, all set for Saturday night's dinner in his tuxedo-ed Tiga, assumed the lead, with Putz in second ahead of Greg Herr's 1972 914. James Albright (1979 924), having risen as high as fourth, fought his way back to the position after having dropped to seventh. Mike Besic completed the top five in his 1969 Alfa Duetto.

While a bit crisp in the shade, if you found a spot at the east side of the track, the sun warmed you nicely for the first session of Sunday's slate, the **T.A.B.S.** race. Seven drivers let out the clutches of their B-Sedans and followed the 1968 Pontiac GTO convertible out into the morning stillness. Alfas held three of the top four spots, John Wheeler (1974 GTV), Mike Pranka (1972 GTV), and Michael Recine (1969 GTV) surrounding the 1971 Datsun 510 of John Connell. Chris Bonk (1971 Datsun 510), Marc Frost (1979 Honda Civic) and Jeff Cohen (1973 BMW 2002) filled out the field.

Pranka sprinted away from the rest of the field, gapping Wheeler by almost a second on the first pass under the flag stand. He added to his lead on each successive lap,



#44 Robert Maurer, 1963 Elva Mk 7; #93 Sharon Frey, 1993 Van Diemen FC.

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#71 Robert Blaney, 1964 Formcar FV.

setting the fast lap of the race on the fifth trip around. Unfortunately, lap five was also the last lap he completed. Wheeler, Recine and Connell had been circulating in a close cluster, the difference in their times measured in hundredths or single tenths. But with Pranka in the paddock, Wheeler grabbed the lead with gusto, the gaps growing to multiple tenths during the third quarter of the race.

Connell and Recine swapped positions on lap nine, the Alfa navigating the seven turns 1.2sec faster than the Datsun. Recine turned his best time on lap ten (1:25.4), which Wheeler bested the very next lap with a 1:25.2. At the end of 12 laps, Wheeler's lead had grown to 3.5sec over Recine. The 510s of Connell and Bonk came home third and fourth, with Cohen's BMW ahead of Frost's Honda.

It's not every day a "new" Pre-War car enters the fray, but that's just what happened when John Ullrich brought his newly restored 1933 Buick Indy roadster to compete in **GROUP F**. Eight others joined

Ullrich in the Group F Sprint race, led by Russell Lane (1953 MG TD) and Edson McCord (1952 MG TD.) Scott Fohrman and Dennis Holloway continued the MG parade in their 1946 TC and 1951 TD. Ted Zamjahn sat fifth behind the big wheel of his 1926 Bugatti Type 37, with Ullrich's Buick and Sandy Silverberg's 1929 Ford Model A the only non-MGs in the field.

Lane arrived in turn six first at the head of a three-car breakaway, McCord and Fohrman tucked in close behind. Silverberg led another grouping, Holloway's TD under pressure from the charging Avery Reed in his 1952 MG TF. McCord clearly got a better run out of turn six and through turn seven, beating Lane to the line by .619sec. He added another 1.9sec to his lead on lap two, with Silverberg moving from the second group to the first, taking third on the same lap.



#833 Russell Lane, 1953 MG TD.

But Lane is known for being quick, and he wasted no time chipping away at McCord's lead, taking back P1 on lap five. McCord fought back, turning faster times on laps seven and eight. Lane put a little more air between them on lap nine, holding on to take the win by 1.395sec. Silverberg came across the line third, with Reed and Holloway filling out the top five.

The **GROUPE** Sprint race gridded ten cars, a mix of Zinks, Lynxes, and the 1964 Formcar FV of Robert Blaney. Darrel Greening sat on pole in his 1990 Zink Z22 F500, flanked by Ron Preiss's 1972 Lynx. Joe Stiefel (1968 Lynx) and Steve Lockwood (1968 Zink C4) formed row two.

The top half of the field arrived in turn 6 on lap one as a single buzzing mass, Greening's 500cc motor the high note in the group. Bill Gill (1965 Zink C4) joined Preiss, Stiefel, and



#50 Michael Besic, 1969 Alfa Romeo Duetto; #271 Jason Ostrowski, 1969 Triumph GT6+.

Lockwood in pursuit, having worked around David Crosby's 1974 Zink Z12. But on the next pass through, Crosby had moved into fifth, with a small gap between Greening and Preiss. That gap grew quickly, with Greening dropping into the low 1:20s. He would not be challenged further. Preiss settled in to second, booking 1:27s on eight of the 12 laps.

Meanwhile Stiefel and Lockwood did their best "twisted pair" impression, their lap traces intertwined as they swapped third and fourth place multiple times. Crosby had a great view of the fight from fifth, ready to pounce if somebody made a mistake. But Stiefel and Lockwood kept it clean, with Lockwood getting the final podium position in the first photo finish of the day — .116sec separating the pair.

Twenty cars from four different classes came out for the **GROUP D** Sprint race. Brent Knoll, Max Whitaker, and David Putz returned in their prototypes, with Mark Repka (1969 Caldwell), Jesse Jurgenson (1979 Dulon MP21), and Daniel Hayes (1992 Van Diemen) repping the open-wheel brotherhood. And who says that vintage racers lack a sense of humor? Clearly a fan of the late Norm Macdonald, Turd Fergesen was listed as the driver of the #69 1973 Lola T-340.

It didn't take long for changes to ripple through the field. Putz withdrew without completing a lap, moving Repka to third

behind Knoll and Whitaker. Hayes, his right front tire locked up under braking, entered turn six in fourth ahead of Jurgenson. Knoll, Whitaker, and Repka began to pull away, Jurgenson having moved past Hayes for fourth. He continued to advance, slipping into third on lap five.

Another series of changes hit a few laps later. Knoll retired his Tiga after eight laps, promoting Whitaker to the lead. Jurgenson however did not move up as well. Charles Duncan, taking the green from twelfth in his 1990 Lola S2000, began a steady march through the field. He circulated in fifth for a few laps before jumping past Repka and Jurgenson on his way to second. Jurgenson had mirrors full of Repka, with the Caldwell getting around the Dulon with two laps to go. While not a photo finish in the purest sense, only seven tenths passed as the pair crossed the line. Hayes completed the top five.

What they lacked in numbers, they made up in glorious V-8 thunder. An intimate field of five kicked open the butterflies of their carbs (I assume Clay Carpenter's 1995 Corvette is injected, but anyway...) for the **GROUP C** Sprint race. Add some race tires and a roll bar and the GTO pace car would have looked right at home out there with its pony car cousins. Daniel Parr and Jason Pearce engaged in another round of that

evergreen battle between Camaro (1969 Z/28) and Mustang (1969 GT), with the Mopars of Brian Garcia (1967 Barracuda) and Gary Davis (1965 Dart) at the other end of the grid, Carpenter's Corvette the modern filling between the pairs of 1960s classics.

Whether directly related or not, after some looseness in turn six, Davis parked the Dart having completed three laps. Carpenter and Garcia switched places after one trip around, but the Chevy kept the pressure on the Plymouth. However, from lap seven on, the splits grew from a few tenths to whole seconds, the Corvette losing contact. Garcia exacerbated the problem by picking up the pace himself as he ran down Pearce's Mustang.

Between laps nine and twelve, Garcia pulled almost four seconds out of Pearce's lead, culminating in P2 for Garcia. Unfortunately, on the next lap the Barracuda exceeded track limits in the middle of long turn six, grass and bits of splitter flying as it bounded over the curbing. Pearce took advantage, reclaiming second by six tenths. Out front, Parr was the



#89 Charles Duncan, 1990 Lola S2000; #8 Robert Burnside, 1970 Titan Mk 6.

model of consistency, turning 1:20s on nine of the thirteen laps, with a personal best of 1:19.5 coming on the final lap.

A field of 26 cars packed the 1.95-miles of BHF for the **GROUP B** session, the very British crowd sprinkled with Germans, Scandinavians, a single American (in spirit if not mechanically), and a single Honda. John Salisbury and Matt Goetzinger formed row one in their 1962 Sprite and 1961 356 roadster respectively, followed by Ron Soave's 1968 Sprite and Tony Drews 1963 Triumph TR-4.

Salisbury lost none of the pace he displayed Saturday, streaking through the back half of turn six in the lead. But he was feeling the pressure from Goetzinger right on his bumper, with Soave a few car lengths back. Drews and Gurolnick (1960 356) headed the next pack, with Ryan Murphy (1961 Triumph TR-4) and Rich Stadther (1963 Turner Mk 3) a few lengths back from them.

Those car lengths separating Soave from the lead duo disappeared quickly, and on lap

three it was he who crossed the line first. Unfortunately, a few laps later smoke began to waft out of the left rear. What smelled a bit like a tire rub turned out to be something more serious, and Soave retired the Sprite. Salisbury returned to P1, with Goetzinger back in P2. Gurolnick, having gotten around Drews, rose to third, with Murphy's visor full of Drews.

Usually by the last quarter of a twelve-lap race, things are pretty well established, with everybody finding their dance partner(s) early on. In this case, the last four laps produced a flurry of action, and not all of it good. In what was becoming a trend, Murphy's left rear also began to smoke, and he withdrew after lap nine. Stadther had moved into fifth but made light contact with a spinning Volvo P1800, knocking both out of the race. Goetzinger also spent some time in fifth before rebounding to fourth. With Salisbury long gone out front, Gurolnick and Drews fought over who would stand where on the podium. The duo traded faster times as the laps wound down, with Gurolnick getting the better of Drews by just over seven tenths. Fourth went to Goetzinger. The final spot in the top five was claimed from way in the back — twenty-fifth on the grid — by Ray Hooper and his 1960 Elva Courier.

If you're following along at home, you've probably figured out that the next session was the ... **GROUP A** Sprint race! Alfas, Datsuns, Porsches, and pair of BMWs produced a very colorful field, representing almost the entire Crayola 8-pack, led by Jeff Jagusch Sr.'s bright yellow 1970 Datsun 240Z. Mike Pranka returned in his Rosso Amaranto Alfa, with the deep blue 914 of Larry Lunda paired with the white 1970 Triumph GT6 of Alex Amys. And then you know, multicolor this and solid red that...

The leaders strung out quickly, Pranka arriving in turn six first ahead of Jagusch Sr. with Lunda in third. Bump drafting is almost



#95 Tony Drews, 1963 Triumph TR-4; #60 Rick Gurolnick, 1960 Porsche 356.

certainly frowned upon at this level, but Greg Herr was positioned right on Amys' bumper as the pair exited the banked portion of turn six. Three laps separated by hundredths at the line kept the pair together until Herr claimed the fourth on lap nine.

Pranka was crushing it, a steady stream of 1:20s and 1:19s placing his Alfa two turns ahead of Jagusch Sr.'s Datsun. But with only two laps to go, Pranka withdrew, promoting Jagusch Sr. to first. Lunda, Herr, and Amys all moved up as well. Jagusch cruised home with a comfortable lead, with the two Porsche pilots bookending him on the podium and Amys in fourth. David Farnsworth (1988 M3), with two to go, converted a strong move under braking in turn six on John Wheeler (1974 Alfa GTV) into fifth place.

Closing out the top half of the schedule, and also their Group competition for the day, the Group F Feature race returned largely the same grid as their Sprint race, with Marvin Primack and his 1949 Lester MG replacing Avery Reed's 1952 TF. Lane and McCord paced the field ahead of Silverberg and Fohrman.

Early on Silverberg appeared to be experiencing a problem with his Ford, waving Fohrman past. But one lap later, he motored

through back in third. With that exchange, the top four positions were set. Lane and McCord ran a competitive race, with Lane posting quicker times on six of the nine laps. Fifth went to Primack, having taken the spot from Charles Klingler (1954 MG TF) on lap seven.

The Group E Feature race field was reduced by one, 1969 Zink pilot Ryan Buckley sitting



#45 Tim McGinley, 1960 Austin Healey Sprite.

out the final group race of the day. Otherwise, the session followed the same pattern as the Sprint race. Darrel Greening disappeared into the distance, lapping the entire field. He found even more speed in his 1990 Zink Z22, improving his fastest lap by 2.7sec to a 1:18.6. Ron Preiss repeated in second. And once again, the most contentious battle was between Joe Stiefel, David Crosby, and Steve Lockwood. Crosby and Stiefel traded third and fourth multiple times over the fourteen circuits, with Crosby going quicker on nine. But Stiefel came home with the bronze, although just barely — two tenths separated the pair as they flashed under the checkered flag. Lockwood ended up in fifth, only half a second off Crosby.

A solid sixteen entries answered the call for the Group D Feature race. Charles Duncan, starting from the back in the Sprint race and missing the top step, found starting from pole



#72 Mal Fay, 1972 MG Midget; #160 Duane Otness, 1960 Austin Healey Bugeye Sprite.



#34 Ryan Buckley, 1969 Zink C-4; #11 Christopher Summerville, 1968 Zink C-4; #07 William Gill, 1965 Zink C-4.



#136 John Saccameno, 1969 Alfa Romeo GTV; #74 Chris Bonk, 1971 Datsun 510.

in the Feature more to his liking. They say clean air makes all the difference, and Duncan put it to good use, trimming half a second of his personal best on his way to the win. Max Whitaker took the checkers from second, his time sheet a long line of 1:17s peppered with a trio of 1:16s on the fast end and a pair in the low 1:20s on the slower end.

Mark Repka led Jessie Jurgenson through turn six on lap one, but was scored fourth just two turns later. While Repka hung with Jurgenson for a few laps, soon the gaps grew from tenths to multiple seconds, with the Dulon taking third comfortably over the Caldwell. Turd Ferguson held on to fifth for several laps before yielding to the pursuing Daniel Hayes on lap seven, a 7.5 second delta over laps eleven and twelve more than the 1973 Lola T-340 could overcome.

The same five drivers zipped up their fire suits for the Group C Feature race, with Daniel Parr again on pole. He led flag to flag and managed to improve his personal best for the day by five tenths, down to a 1:19.031. As before, Brian Garcia was the primer mover in this session. He powered into third early, his inside tires spraying grass in the air as his outsides shouldered the load through

turn six. The question then became, could he catch Jason Pearce's Mustang, and more importantly, pass it.

His answer was an emphatic "Yes!" marked by more yard work inside turn six. But his time in second was short-lived. On his thirteenth trip around, the Barracuda's motor let go, ending his day. The spin impacted Pearce as well, but not in a fender-bending way. Pearce had kept the pressure on Parr, spitting lap honors over the first eight trips, with another three in his column even after surrendering the spot to Garcia. Looking at the data, it's obvious Parr was ahead and Pearce behind when Garcia had his incident — Parr's PB came on lap thirteen; Pearce's split to Parr on that lap was almost fourteen seconds. With part of the track oiled, the last two laps were run at a slower pace, ending Pearce's challenge.



#25 Ron Soave, 1968 Austin Healey Sprite; #34 John Salisbury, 1962 Austin Healey Sprite; #73 Matthew Goetzinger, 1961 Porsche Roadster.

Mechanical woes beset Carpenter as well. A few laps after Garcia passed him for third, the Corvette emitted a loud "Pop!" on the approach to turn 6a, sending him back to the paddock. Gary Davis survived all the excitement, taking the final step on the podium.

The Group B Feature race returned all of

your favorites from the Sprint race, with the addition of one new competitor. Russell Lane (of the Group F Lanes) started from fourth, not in an MG product, but in something with a little more poke and a lot more tire — a 1966 Lotus Super 7. John Salisbury joined Lane in row two, with Matt Goetzinger and Ron Soave one row ahead.

Lap one saw Soave, Salisbury, and Goetzinger hustle through turn six in a slight breakaway, with Rick Gurolnick in fourth, but with a traffic jam of Lane, Ray Hoeper, Tony Drews, and Ryan Murphy stacked up behind him. Lap two was a repeat of lap one for the lead trio, with fourth through seventh going through the first of many shuffles. Drews had emerged from the pack to take fourth, Murphy and Hoeper pressuring Lane in fifth.

The order stabilized somewhat until lap six. Lane popped up to fourth, but retired from seventh one lap later. Hoeper jumped from seventh to fourth, with Drews in fifth and Murphy in sixth. The Elva and the two Triumphs spent the rest of the session in

close proximity. When the checkered flag flew, Hoeper had built a one-second lead over Drews, with five tenths keeping Murphy from the top five.

Out front, Ron Soave and his crew had to be pleased with themselves. After a between-session thrash to replace the broken rear hub that knocked him out of the Sprint race, Soave had kept Salisbury behind him past the midway point. But on lap seven, traffic made its presence felt, resulting in green ahead of white in the battle of the Sprites. Salisbury began to pull away, with Soave and Goetzinger in hot pursuit. Soave always pushes hard, but after setting a personal-best 1:22 on lap ten, he spun the Sprite in the twisty infield section on the last lap. Goetzinger happily picked up the position, the Austin-Healeys sandwiching his Porsche.

A dozen cars rolled out for the last "conventional" race of the day, the event, and the season — the Group A Feature race. Jeff

Jagusch Sr. and Mike Pranka were P1 and P2 again, with Larry Lunda and Greg Herr P3 and P4. Keen-eyed observers may have noticed that Pranka had replaced the slicks his Alfa wore during the Sprint race with what honestly looked like street tires and rims. He and his crew have been tweaking suspension settings recently, so perhaps this was an extension of that program.

Much like their Formula cousins in Group E, the hottest battle was waged a few places off the lead. Lunda, Herr, Michael Besic, and Alex Amys spent the middle third of the race roaring through turn six nose to tail. Besic had joined the party from eighth on the grid, picking off first Amys then Herr. The gaps fluctuated as the laps piled up, but at the end of twelve, Lunda held off the charging Besic to the tune of one second. Herr and Amys ended the day in another photo finish, Herr taking fifth by .124sec.

Jagusch Sr. and Pranka were oblivious to the drama occurring behind them. Pranka took the checkers thirteen seconds ahead of Lunda, but twenty-three seconds behind Jagusch Sr. Excluding the first and laps laps of the race, Jagusch Sr. ran all 1:22s or 1:21s, shaving 1.46sec off his personal best.

GROUP A

PL CL DRIVER/CAR

- 1 A J. Jagusch/1970 Datsun 240Z 1:21.0
- 1 BS M. Pranka/1972 Alfa Romeo GTV 1:22.7
- 1 C L. Lunda/1970 Porsche 914 1:24.7
- 1 B2 M. Besic/1969 Alfa Romeo Duetto 1:23.5
- 2 B2 G. Herr/1972 Porsche 914
- 3 B2 A. Amys/1970 Triumph GT6
- 1 G70+ D. Farnsworth/1988 BMW 1:25.7



#04 Gary Davis, 1965 Dodge Dart.

- 4 B2 J. Wheeler/1974 Alfa Romeo GTV
- 5 B2 J. Ostrowski/1969 Triumph GT6+
- 2 BS J. Connell/1971 Datsun 510
- 6 B2 J. Saccameno/1969 Alfa Romeo GTV
- 7 B2 J. Cohen/1973 BMW 2002
- 8 B2 C. Bonk/1971 Datsun 510

GROUP B

PL CL DRIVER/CAR

- 1 M J. Salisbury/1962 Austin Healey Sprite 1:21.8
- 1 C M. Goetzinger/1961 Porsche Roadster 1:22.9
- 2 M R. Soave/1968 Austin Healey Sprite
- 1 E R. Hoeper/1960 Elva Courier 1:26.3
- 1 B T. Drews/1963 Triumph TR-4 1:26.8
- 1 A R. Murphy/1961 Triumph TR-4 1:26.7
- 2 C D. Amys/1963 Triumph Spitfire
- 1 D D. Otness/1960 Austin Healey Bugeye Sprite 1:27.6
- 3 C R. Gurolnick/1960 Porsche 356
- 2 B T. Detwiler/1969 Volvo P1800
- 2 D K. Wittenauer/1968 Unipower GT

Comp

- 1 B2 B. Lynch/1974 Saab Sonett 3 1:32.7
- 3 D M. Frost/1979 Honda Civic 1200
- 4 C R. Lane/1966 Lotus Super 7
- 4 D J. Wittenauer/1964 Morris Mini Cooper S
- 3 B B. Alexander/1962 Triumph TR-4
- 1 F B. Heuer/1958 Jabro Mk 1 00:00.0

GROUP C

PL CL DRIVER/CAR

- 1 TA D. Parr/1969 Camaro Z28 1:19.0
- 2 TA J. Pearce/1969 Ford Mustang GT
- 1 AS G. Davis/1965 Dodge Dart 1:29.3
- 1 AP B. Garcia/1967 Plymouth Barracuda 1:19.8
- 2 AP C. Carpenter/1995 Corvette

GROUP D

PL CL DRIVER/CAR

- 1 S2 C. Duncan/1990 Lola S2000 1:15.3
- 1 HS2 M. Whitaker/1984 Tiga S2000 1:16.8
- 1 CF J. Jurgenson/1979 Dulon MP-21 1:17.2
- 1 VF M. Repka/1969 Caldwell D9 1:18.4
- 1 FC D. Hayes/1992 Van Diemen FC 1:19.6



#65 Mike Pranka, 1972 Alfa Romeo GTV.

- 2 CF T. Ferguson/1973 Lola T-340
- 3 CF T. Lopez-Rocha/1978 Crosslé 32
- 2 VF D. Neuhaus/1972 Titan Mk 6
- 4 CF R. Blanchard/1979 Crosslé 35F
- 5 CF R. Andrisek/1980 Crosslé 40F
- 1 FF R. Zimmerman/1983 PRS FF 1:25.7
- 1 D R. Maurer/1963 Elva Mk 7 1:27.10
- 3 VF B. Holzem/1961 Lotus FF
- 2 FF B. Kulig/1985 Crosslé 60F



#351 Dennis Holloway, 1951 MG TD.

The last session of a race weekend is always a little bittersweet, more so when it's also the last session of the season. Bringing down the curtain on the 2021 season, the **WITCH HUNT** gave 11 drivers one last romp through the wooded surroundings. Much like the Dad's Day Scramble from the summer Blackhawk Farms event, a variety of drivers were released onto the track at pre-determined intervals, the goal being

everybody ending up on the same lap when the checkered flag waved.

It's not everyday that two Pre-War MGs and a 1964 Morris Mini Cooper share a podium, but that's just what transpired. Scott Fohrman completed twelve laps in his 1946 TC, with John Wittenauer's Mini passing Lane's 1953 TD on lap six. David Amys set fast lap (1:24.7) on the way to fourth place, followed by Kelly Wittenauer's 1968 Unipower.



#915 Edson McCord, 1952 MG TD.



#277 Erik Jacobsen, 1959 A-H Sprite.

GROUP E

PL CL DRIVER/CAR

- 1 A R. Lane/1953 MG TD 1:37.5
- 2 A E. McCord/1952 MG TD
- 1 B S. Silverberg/1929 Ford Model A 1:39.4
- 3 A M. Primack/1949 Lester MG
- 4 A S. Fohrman/1946 MG TC
- 5 A C. Klingler/1954 MG TF Roadster
- 6 A T. Zamjahn/1926 Bugatti Type 37
- 7 A D. Holloway/1951 MG TD
- 8 A J. Ullrich/1933 Buick Indy Roadster

SPRIDGETS

PL CL DRIVER/CAR

- 1 M J. Salisbury/1962 Austin Healey Sprite 1:22.9
- 1 D J. Donato/1962 Austin Healey Sprite 1:28.8
- 2 D D. Otness/1960 Austin Healey Bugeye Sprite

- 3 D E. Jacobsen/1959 Austin Healey Sprite
- 4 D G. Buckley/1967 Austin Healey Sprite

- 5 D T. Wilcox/1966 Mg Midget
- 1 C R. Michalek/1961 Austin Healey Bugeye Sprite 1:36.10
- 1 E R. Fisk/1959 Austin Healey Sprite 1:35.8
- 2 M R. Soave/1968 Austin Healey Sprite

T.A.B.S.

PL CL DRIVER/CAR

- 1 B2 J. Wheeler/1974 Alfa Romeo GTV 1:25.2
- 2 B2 M. Recine/1969 Alfa Romeo GTV
- 1 BS J. Connell/1971 Datsun 510 1:25.7
- 3 B2 C. Bonk/1971 Datsun 510
- 4 B2 J. Cohen/1973 BMW 2002
- 2 D M. Frost/1979 Honda Civic 1200
- 2 BS M. Pranka/1972 Alfa Romeo GTV

WITCH HUNT

PL CL DRIVER/CAR

- 1 A S. Fohrman/1946 MG TC 1:39.6
- 1 D J. Wittenauer/1964 Morris Mini Cooper S 1:30.7
- 2 A R. Lane/1953 MG TD
- 1 C D. Amys/1963 Triumph Spitfire 1:28.6
- 2 D K. Wittenauer/1968 Unipower GT Comp
- 1 F V W. Gill/1965 Zink C-4 1:29.9
- 3 A R. Murphy/1961 Triumph TR-4
- 1 B T. Drews/1963 Triumph TR-4 1:27.4
- 1 B2 A. Amys/1970 Triumph GT6 1:24.7
- 2 B2 B. Lynch/1974 Saab Sonett 3
- 2 B B. Alexander/1962 Triumph TR-4



The Crazy Doc & His GT40

By Marc Frost

My late father, John (Jack) Frost, M.D., was a hot rodder and a gear head in the glory years. We have home movies of the first NHRA Nationals at Great Bend, Kansas in 1955. He had one criterion he liked in his cars: FAST. He started off with Twin-H Hudson Hornets in the early 1950's. With the family expanding to six boys and a slobbering St. Bernard (Bruno), Dad switched to drag racing the family Pontiac station wagon in the Stock class. In the era of skinny tires, he was one of the first to recognize the weight transfer advantage of station wagons off the line, and his ETs were right at the national record. With a tri-power 389, four speed, and 4.56 posi, even Mom took home

some trophies in the Powder Puff category. In the 60s, Dad's tastes turned to a series of Corvettes, starting with a 57 Fuelie, and ending with a 69 L-88. We lived next to a convent in our small town, and Dad always allowed the Sisters of Notre Dame to borrow whatever car was available. Usually it was the 67 tri-power big block Impala "Draggin Wagon" on trips to the grocery store, but occasionally the Mother Superior had local tongues wagging when she was spotted, veil flying, in Dad's 66 427/425 HP Corvette roadster.

But by the early 1970s, even a 1965 289 Cobra, Hemi Superbird, and Ferrari 365 GBT/4 Daytona weren't enough to satiate Dad's

appetite for speed. We spent every spring break at the 12 Hours of Sebring from 1958 to 1972, where he volunteered as a race course physician. There, in addition to doing pre-race physicals on all the participating drivers, he would be stationed with one of the ambulances trackside. He got to see the real fire breathing monsters of the sports car circuit up close. Given his long association with Corvettes, (he opened one of the first Corvette specialty performance mail order companies in 1965), he tried to procure a Grand Sport Corvette. He almost closed on one of the rare Grand Sport roadsters, but the inability to get a race car titled for the street killed the deal. The title/registration issue turned

his attention to GT40s, as he knew a limited number of street versions were made as promotional vehicles for Ford.

Street version GT40s didn't exactly grow on trees, and finding one in the pre-internet world involved a lot of phone calls, letter writing, or in my case, my assigned reading of the classifieds in Road & Track, Car & Driver, Motor Trend, and Competition Press (Autoweek). Eventually Dad came upon one owned by Herb Wetanson (yeah, the one of Porsche racing fame) in New York in December of 1973. After a lot of complicated wrangling before and during the purchase, the title and cash were eventually exchanged, and Dad was the proud

owner of GT40 #1059. But there was a slight problem: The GT40 was so low, we couldn't get it loaded onto the open trailer we used to haul Dad's 69 Z28 Camaro E/Modified Production drag car. The solution? We drove it 1000+ miles from Long Island to St. Donatus, Iowa. Me, being the proud owner of a valid driver learner's permit for a whole month, got to co-drive with Dad. The RHD took a little bit getting used to, but it was certainly easier than driving the Cobra or Superbird. This minor inconvenience turned out to be very fortuitous. On the trip home, Dad and I watched with horror as the bumper hitch on our 64 Caddy tow vehicle broke off. Our trailer thereby did a couple somersaults

before landing upside down in a ditch. Fortunately, Dad was at the wheel of the GT40, and took evasive action. Unbelievably, the trailer was able to be rendered roadworthy with a fair number of blows with a ball peen hammer, and a trip to a local welding shop solidly reattached the hitch to the Caddy's frame. Back on the Interstate, while following (and carefully eyeing the Caddy's hitch), Dad got pulled over by an Ohio State trooper...for going too slow! The trooper thought it was quite suspicious that a GT40 would be going 45 mph. But after a careful inspection of the car and papers (especially the engine compartment!) by the trooper, it was deemed more than roadworthy, and we trundled



the rest of the way back to Iowa.

The GT40 (#1059) quickly gained a favored spot in Dad's driving rotation. The Ferrari was still the preferred long distance touring car, but the GT40 was the "Easy Button" for trips to nearby Dubuque (12 miles). The only way that trip took more than 6-7 minutes was if Dad got stuck behind a series of manure hauling tractors on Highway 52. Dad took his performance driving seriously, as he religiously went to Bob Bonduant's School of High Performance Driving at Ontario Motor Speedway and Sears Point annu-

ally for almost 20 years, starting in 1970. As I had progressed to my full license, I assisted Dad in our version of Road & Track's comparison tests on our local two lane highway. In head to head, side by side competition, the GT40 easi-

**A little rejetting
and ignition timing
change by yours truly
resulted in a wind
aided, hand held stop
watch timed
201 mph!**

ly bested the Ferrari, Cobra, and Hemi Superbird, whether it was 0-60, 0-100, or 60-120. The E/Mod Production Z-28 was a hair faster in the 1/4 mile, but some basic drag tuning got the GT40 into the mid 11s. It was piece a cake to tune compared to the Daytona- pushrods versus valve shims, and four Webers instead of six. Still, the question was there- could it best the Ferrari's 173 mph top end, as verified by the Carabinieri in Italy? Dad's years of drag racing contacts soon paid off, as there was a section of four lane highway just being finished up in Eastern Iowa. Not yet open to the public, it was already the newest unofficial drag strip in the state, given the massive number of burnouts marking the virgin pavement. Due to the fact that the statute of limitations may not have expired, the exact location and dates have been omitted in the following discussion. On an early Sunday morning, armed with CB radios and stop watches, my brothers and I assisted my Dad's attempt at the unofficial State of Iowa flying mile land speed record. Our first run netted a 196 mph! My brothers and I went nuts!!! Dad, on the



other hand, was visibly annoyed. A little rejetting and ignition timing change by yours truly resulted in a wind aided, hand held stop watch timed 201 mph. Mission accomplished! We quietly slipped back home, or at least as quietly as the GT40's "bundle of snakes" headers would permit.

Alas, tragedy struck. Not violently, as in a crash, but even far worse- Dad got the GT40 repainted in the early 1990s. And not just repainted, but in a most perfect rendition of its pearl white with red/blue striping by one of the area's foremost restorers. Suddenly, #1059

became a garage queen. Several times a year I would take it off of jack stands, and carefully wheel it into an enclosed trailer to go to a show. Even that ended after some time. I would still annually change the oil and other fluids, set the valves, and synch the carbs, but it would sit silently under a car cover. Dad's interests turned to motor homes, where he and Mom would head south for the winter. Eventually the car was sold at auction in 2003, netting Dad a nice profit on his \$8000 initial purchase price in 1973. He was only 43 years old when he bought his GT40. At that time, it was just another imprac-

tical, outdated race car. To put it into perspective, his new Ferrari 365 GTB/4 was \$18,000 delivered at Modena, Italy. Perhaps it was best that Dad had been gone for six years when #1059 went at auction for more than a couple million in 2012, and subsequently was shipped off to Europe. Still, I look at the bright side: No way that any owner, before or after Dad, got more grins per buck than he did out of his "Ford hot rod" (his term). And I was the luckiest teenager in the world to get to be both pilot and co-pilot with my Dad on many a memorable road trip in that rocket.



Perfect poster art: A veteran collector's guide to getting started

Nik Berg

Step into the home, office, or even garage of any passionate gearhead and you'll likely find the walls are dotted with rare posters and artworks for all manner of automotive culture. The chances are, many of those collectibles could have come from one dealer, Paul Veysey.

Over 30 years Veysey has amassed an astonishing collection of 3000 vintage car and movie posters and established a successful business buying and selling artwork online and at motor-ing events.

Now planning his retirement at 70, Veysey is selling the lot, offering automobilia and film fans the chance to add to their collections at reduced rates.

Pay a visit to drivepast.com and you'll find an extraordinary range of posters from obscure Russian racing flicks, to '20s temptresses including The Speeding Venus, gloriously gaudy '50s B-movies like Guns, Girls and Gangsters, as well as major Hollywood hits

such as Bullitt or the Cannonball Run. In amongst them there are fabulous road and racing foldouts featuring cars from Alfa to Volvo. It's a treasure trove of awesome illustration and terrific typography that tells the parallel stories of cinema and the automobile through wonderful imagery.

The story of how Veysey gathered his collection and formed Drive Past began when his wife Helen bought him a "British quad"—the

standard film poster size in the U.K.—of Checkpoint.

"It was a rather wonderful movie, starring James Robinson Justice, and had all sorts of terrific graphics on the poster, and the thing that appealed to me was the motor racing content, which was based around the Targa Florio and James Robertson Justice with a team of racing Lagondas," says Veysey.

"I started to fossick around and see what else I could find. I found a couple of other bits and pieces, and mostly by a process of osmosis sucked in a great deal of information quite quickly. I soon knew what some of the pitfalls of buying posters were, in terms the rules that movie posters from various countries comply with, in terms of size and shape. So I just went on and on and soon I had several hundred of these things. I wasn't restricting myself to any particular country because, in fact, some of the greatest graphics come from places like Belgium in the '50s, France in the '20s up to the '60s, America in the '50s and Britain,



up until the time when photography and CG took over. So really my collection started at the dawn of cinematic time and ran up to the early 1970s."

Alongside selling posters online and in person at events, Veysey wrote a book, Motor Movies the Posters, (you can buy a copy from Drive Past or elsewhere online) which traces motor racing and the motor car in movies from the birth of cinema and the motorcar. "I believe it sold both copies," he quips, downplaying an expertise honed through decades of research, using the skills he previ-

ously deployed in a broadcasting and journalism career.

Veysey's collection is eclectic but there is a common theme. "It's always been the artwork for me, and whilst I'd prefer those that contain motoring content, I'm sure as hell not going to turn down aviation or the bad girl movies from the States in the '50s, because that's where some of the most terrific artwork lies."

For anyone starting or adding to a collection, prices of posters and artworks range from less than a hundred dollars to several thou-

sand. But, says Veysey, the most important thing is to "buy what you like" and make sure it's the real deal.

"Once you've established what you like, talk to somebody who knows what they're doing, so that when buying what you like, if you can afford and want an original, you make sure that's what you're getting."

While, of course, there is nothing wrong with buying reproductions to decorate your home, Veysey warns that checking the quality and provenance of posters that



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are claimed to be original is of utmost importance as there are fakes around.

"I had two guys, both absolutely loaded, come to me on my stand at Goodwood and say 'Look what I bought.' And they were fakes.

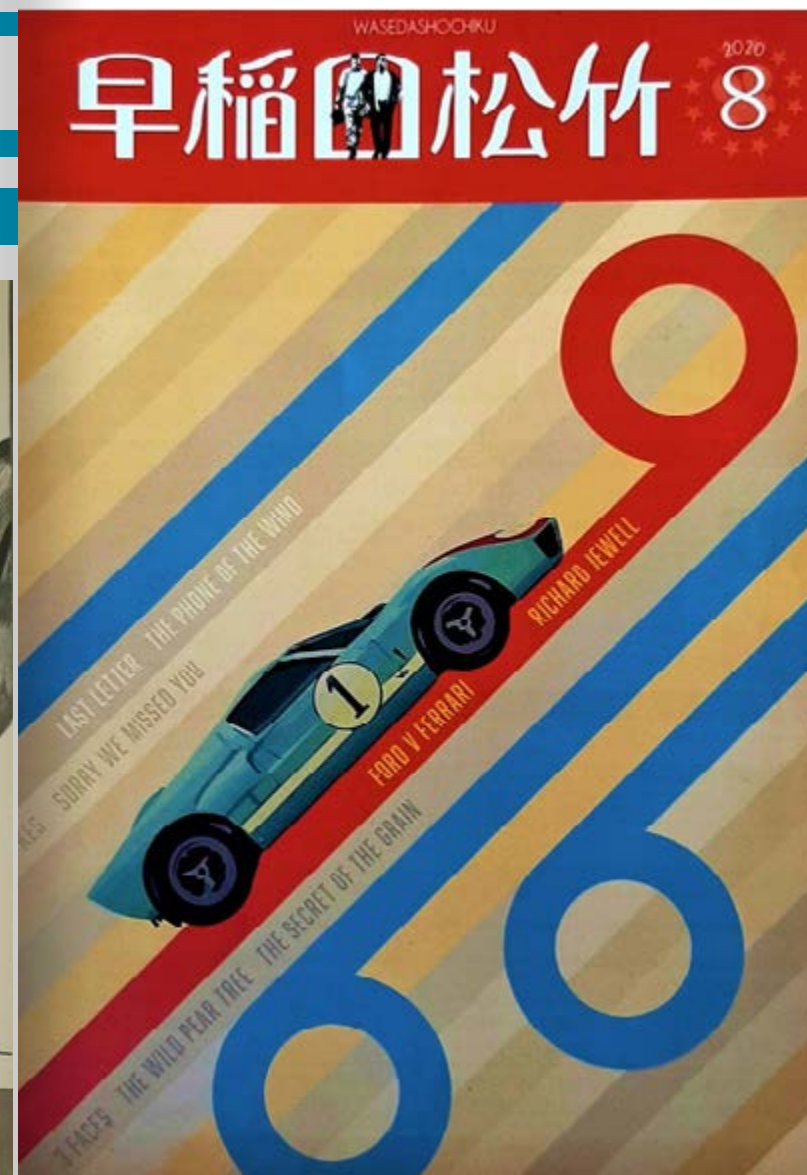
In one case I had the same original poster on the stand for considerably less than he paid for his fake."

The most important features to look for when assessing originality are size, paper quality, folds, and

smell, explains Veysey. "It means breaking it down to its component molecules, checking sizes, checking paper quality, checking smell, checking fold vines, because it was only really from the '80s onwards, that posters weren't folded to go to the cinema. And a lot of people



COPPA DELLA PERVGIRÀ
AUTO MOTO CLUB - S. SPORTIVA
18 MAGGIO PERUCIA

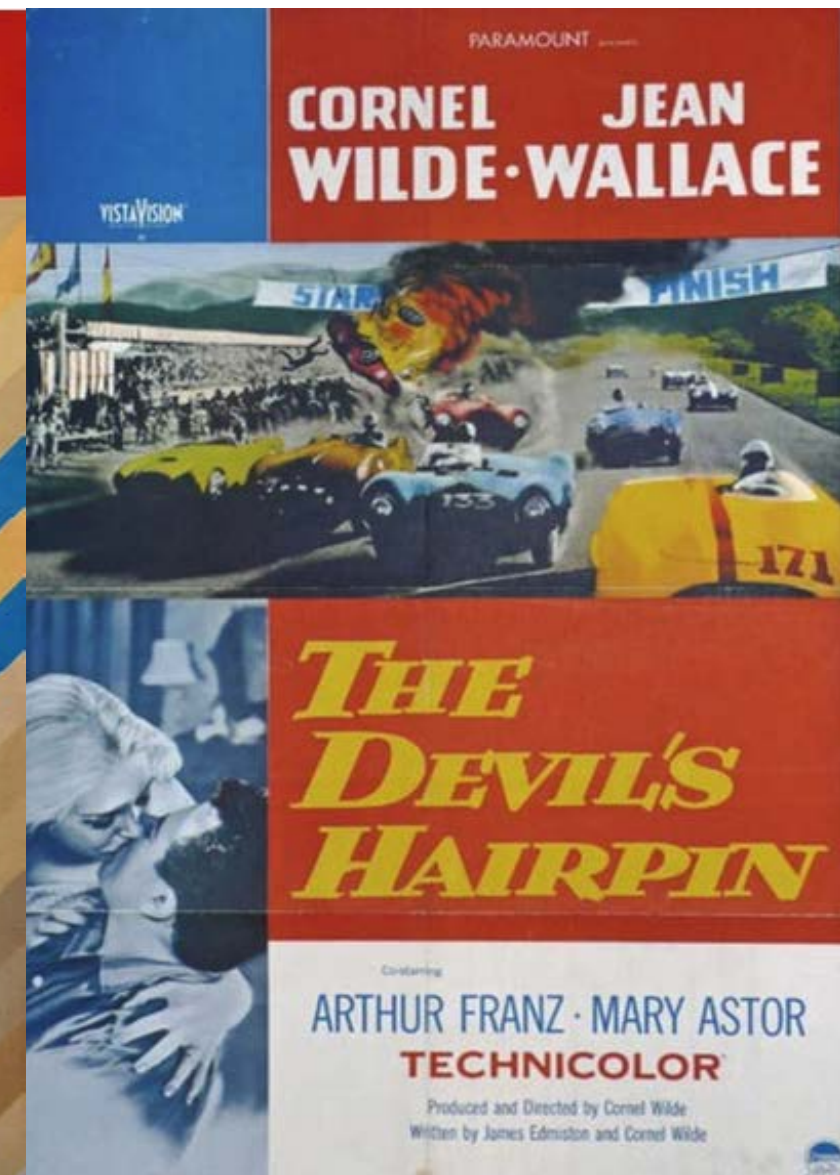


早稲田松竹 8
WASEDASHOCHIKU
LAST LETTER THE PHONE IN THE WIND
SORRY WE MISSED YOU
RICHARD JEWELL
FORD V FERRARI
THE WILD PEAR TREE THE SECRET OF THE GRAIN

who are buying posters don't really understand that."

At one Le Mans Classic Veysey was on his stand with a very rare Fangio biopic film poster on display, and its authenticity was called into question by no less than Adolfo Orsi of the family that owned Maserati. "It never really made it out of Argentina. The Argentinian poster is a magnificent piece of stone litho work, with Fangio driv-

ing a Maserati. In 30 years, I've seen maybe four posters. Adolfo Orsi was on my stand and buying couple of things and he kept eyeing up the Fangio poster and he said 'I did not know there was another one of those.' This is one of the world's foremost collectors of motor racing material. He took some convincing, it was a question of deconstructing and filling in the paper color showing in the folds and allowing him to smell it. Smell



CORNEL WILDE · JEAN WALLACE
VISTA VISION
PARAMOUNT
THE DEVIL'S HAIRPIN
Containing
ARTHUR FRANZ · MARY ASTOR
TECHNICOLOR
Produced and Directed by Cornel Wilde
Written by James Edmiston and Cornel Wilde

is a terrific thing, because paper being usually quite coarse, picks up smell of the past."

Although Veysey is now retiring and selling the remaining 1500-or-so posters he has curated over the years, he says that he plans to continue to offer sourcing—and his nose for authentication—to collectors.

The VSCDA Annual Awards

The **Joe Marchetti Vintage Spirit Award** celebrates the spirit of vintage racing with safe and friendly wheel-to-wheel competition. It is named for Joe Marchetti, a long time member of VSCDA. Joe founded the Chicago Historics which is now the RA Vintage Races with Brian Redman and is one of the biggest vintage races in the U.S. This year the award was presented to **Scott Hyatt**

The **Art Bly Distinguished Service Award** is the second oldest VSCDA award and recognizes outstanding service to the club. It is named for Art Bly, who was a "charter member" of the club and a dedicated VSCDA volunteer. Art was a contemporary of Hal Ulrich, with his race driving going back to the 1930s. Art retired from professional driving in the 1950s, becoming a car owner and VSCDA volunteer. This year this award was given to **Carl Wallin**

The **Perseverance Award** (formerly Schneider's Run Hardship Award) was named after a young racer who had joined the VSCDA, built a car and

then passed away before being able to race his car. It embodies the spirit of tenacity and determination in the face of adversity. This year's winner is **Jesse Jurgenson**.

The **President's Award for Safety** is the club's newest award and was instituted in 2018 for service to the club in the arena surrounding safe vehicle preparation in addition to providing a safe environment for the racers and club members in general. This year's award goes to **Charlie Hall**

The **John Bowlander Award for Outstanding Driver of the Year** is VSCDA's oldest award. John was an excellent driver and our Chief Driving Instructor during the 1980s. He joined VSCDA just after it was organized and became a sought after mechanic and driving instructor. He raced a "scruffy" Porsche 911 that was very fast. John died of cancer in 1992 while still in his 30s. This year the John Bowlander Award was posthumously presented to **Frank Newton**.

DRIVER OF THE YEAR - FRANK NEWTON





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